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'The result would have TV house cleaner Kim Woodburn in ecstasy'

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ALFI EV
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ALL THE CARS IN ALFA ROMEO'S EV BLITZ 4

COMMENT

ALFA'S BIG DREAMS LOOK VERY REAL NOW

OVER THE YEARS, our news pages have often reported bold plans from Alfa Romeo about a glut of upcoming model launches intended to put the company on the front foot.

One such story appears this week (p4). However, this story is very different because it arrives at a time when Alfa is in a position of relative strength and a brand at last on the up.

Sales for Alfa grew last year and funding has been secured through its Stellantis parent for four all-new cars, detailed in our story, that will follow the Tonale into showrooms, along with an exciting new '6C' supercar that has reportedly almost sold out before it has even been revealed.

The Tonale, launched last year, is not the most inspiring Alfa Romeo to drive in the brand's illustrious history, yet it has been notable for quality and reliability improvements over the generation (or is that generations?) of Alfas before it.

If the new Alfas to follow the Tonale can capture the magical dynamic traits of Alfas past while maintaining these quality improvements, the company could at last emerge as a great car maker rather than merely a maker of great cars. With that should come commercial success reflective of the goodwill the brand has always enjoyed.

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Electric-only new Giulia to underpin Alfa's EV switch

Reimagined Giulia is one of four Alfa EVs due by 2027 and will span 345-1000bhp

> “Set to evolve to cover multiple segments, the new Giulia will not be sold alongside an ICE sibling”

Hardcore new Giulia Quadrifoglio to nudge 1000bhp; 4WD likely

The Alfa Romeo Giulia will be reborn as an EV with up to about 1000bhp and a range of 435 miles as the Italian firm pushes towards a solely electric range by 2027.

Set to evolve from its conventional saloon shape to cover multiple segments, the new Giulia is expected to arrive around the middle of the decade and will not be sold alongside a combustion sibling.

Power will start at close to 345bhp and the hotter Veloce will offer roughly 790bhp, CEO Jean-Philippe Imparato confirmed to Autocar. The hardcore Giulia Quadrifoglio variant will arrive with “around 1000hp” (986bhp) – almost double the 503bhp of today’s twin-turbo petrol V6 car.

This most powerful version is likely to have four-wheel drive, rather than the rear-wheel drive of the current car. It could get a set-up similar to fellow Stellantis brand Maserati’s upcoming Granturismo Folgore, which uses three electric motors – one on the front axle and two at the rear – with torque-vectoring functionality.

As well as confirming Alfa’s power ambitions for the Giulia replacement, Imparato suggested that the EV’s range will be up to 435 miles on the WLTP cycle, so owners see it as a “substitute” for their current cars, not a downgrade or a forced switch.

That figure would match →

GROUP THINK HAS ITS BENEFITS

MATT PRIOR

In my column (p17), you’ll find another Stellantis car with 1000bhp – the final-edition Dodge Challenger, which will make a lot more noise than any Giulia EV.

But the Challenger’s 2024 replacement by an electric muscle car might also help answer any how/why/what questions on the Giulia Quadrifoglio front.

While it would once have been unthinkable for Alfa Romeo, Maserati and Dodge models to use the same high-performance engines, when it comes to electrification these three famous old brands with their distinctive layouts can pick any kind of group set-up that suits their needs.

Also notable here is Jean-Philippe Imparato’s insistence that drivers should “not suffer” in terms of range because of the switch to electrification. That’s at odds with just-departed Citroën CEO Vincent Cobée, who wanted us to accept that the days of driving 400 miles in a day were over and that lighter cars were his bag. In an operation that shares so many architectures, it will be interesting to see how these arguments pan out.

Today's 503bhp Giulia Quadrifoglio has rear-wheel drive

← the electric successor to sibling brand Peugeot's 3008 SUV, which will use the 'Medium' version of Stellantis's new STLA architecture.

Imparato was keen to emphasise the importance of a rapid electrification programme for Alfa. "We switch because we must," he said. "If not, Alfa Romeo would be dead."

He added: "We will switch in a real concrete substitution mode. I don't want you [customers] to suffer from anything [because of] the switch. I want you to love it."

In its design, the Giulia will look like "the Alfa Romeo we all want", promised the CEO, who described the already signed-off design as "very cool".

He previously told Autocar the successor to today's Giulia would get a less conventional shape, possibly straddling the saloon-estate boundary, with a view to attracting more buyers.

Imparato also confirmed the Giulia will be equipped with an 800V electrical architecture, as with other upcoming EVs on the STLA platform. This means a "substantial" battery top-up (likely to be 10-80%) could be completed "within 18 minutes". Imparato added: "We don't want you to spend hours charging your car."

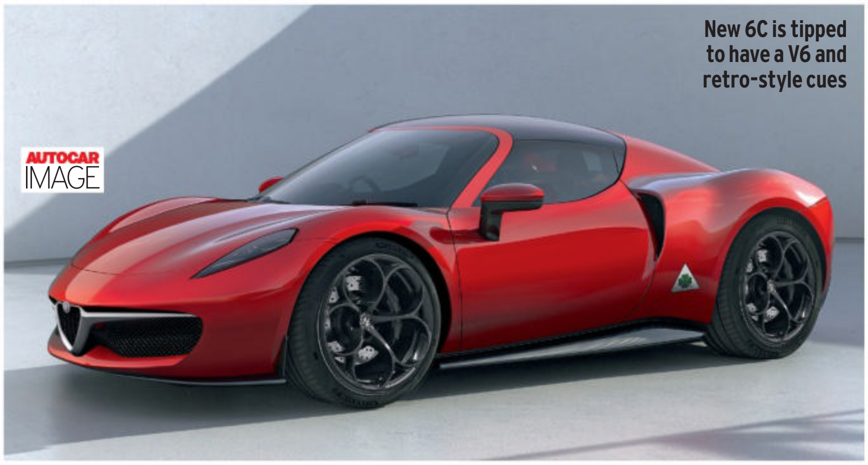
There has been no indication yet of what size battery the new Alfa will use, but Peugeot's recent Inception coupé concept housed a 100kWh pack in its chassis for a theoretical range of 500 miles and the same size could be destined for the Giulia.

The model is one of four new electric Alfa Romeos scheduled for launch by 2027. It will arrive alongside a compact urban SUV, an electric successor to the Stelvio and a Porsche Taycan-rivalling electric luxury saloon.

Funding for all of these cars has already been allocated by Stellantis's management, said Imparato, and will help to drive the firm's 20% year-on-year volume growth target. In 2022, the firm sold 32,943 units in Europe, its main market.

WILL RIMELL

ALFA ROMEO 6C SELLING OUT BEFORE IT'S LAUNCHED


New 6C is tipped to have a V6 and retro-style cues

Alfa Romeo's upcoming supercar, tipped to be called the 6C, has nearly sold out ahead of an expected reveal this summer.

Deposits have already been taken, despite the car not officially being signed off by parent brand Stellantis until some time in April.

"It will be sold out before I unveil the car," said Alfa boss Jean-Philippe Imparato.

It is not yet known what form the car will take, but it will "contribute to the DNA" of the brand, said Imparato, hinting at a heritage-inspired design. The suggested 6C name indicates propulsion will come from Alfa's acclaimed V6 – probably in its final, most potent guise.

Imparato said the model will not just be a track car, but one that can also be driven every day. "It could be iconic, super-sexy and recognisable as an Alfa Romeo at first sight," he added.

Avenger-based EV is aimed at pulling in new buyers for Alfa

Crucial compact EV primed for 2024

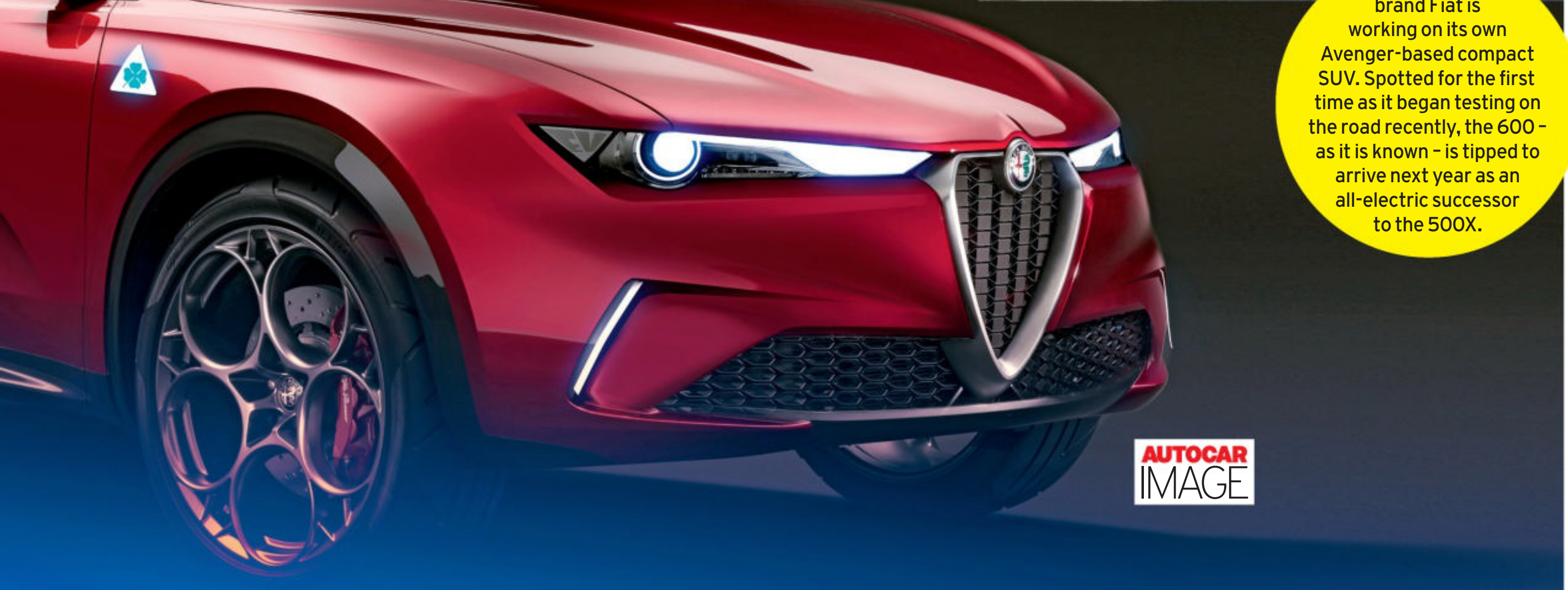
ALFA ROMEO'S FIRST electric car will be launched next year as a Jeep Avenger-twinned compact crossover that aims to give the Italian brand a foothold in one of the most fiercely contested emerging segments of the market.

Originally tipped to be called the Brennero, the new

Taycan saloon rival and Stelvio successor will be Alfa's flagships

SPY SHOT

Sibling brand Fiat is working on its own Avenger-based compact SUV. Spotted for the first time as it began testing on the road recently, the 600 – as it is known – is tipped to arrive next year as an all-electric successor to the 500X.



car will spearhead Alfa's goal of attracting new buyers to the marque, especially families and females, as it looks to move away from being seen as just a "sporty brand" favoured by middle-aged men.

It will be the smallest Alfa launched since the Mito supermini bowed out in 2018, and given that its Avenger sibling starts at £34,000 compared with the Alfa Tonale's £38,000, it is also likely to be the cheapest.

The compact crossover will arrive in June next year. It is expected to use the new STLA Small platform and, like the Avenger, it will offer a range of up to 250 miles.

The model will also be available with a mild-hybrid petrol engine. It's not yet confirmed if this petrol option will be limited to overseas markets, as is the case with the technically related Avenger. Either way, the Alfa crossover will be offered as a solely electric model when the brand goes EV-only from 2027.

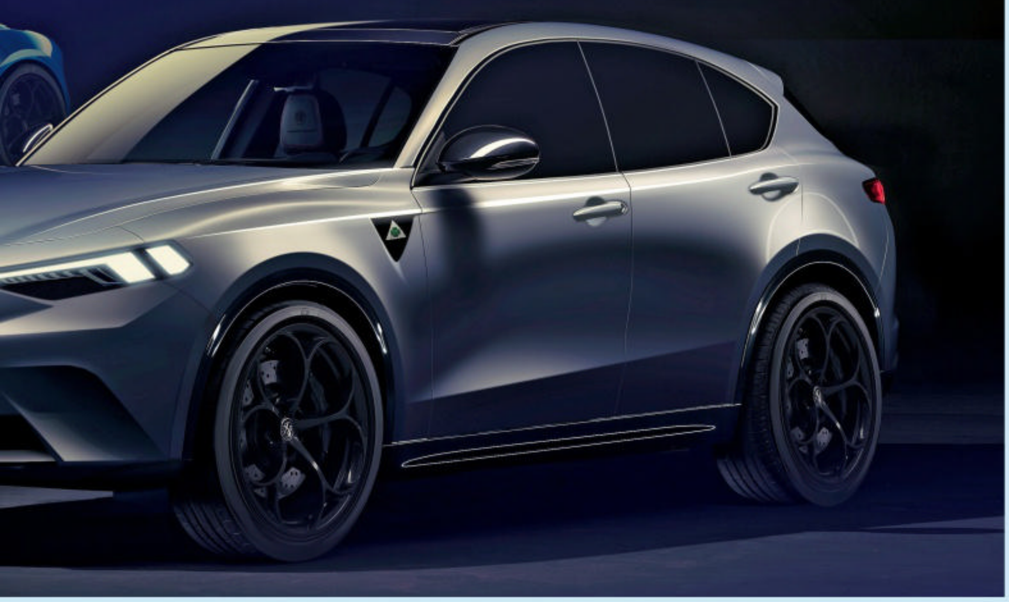
With design inspiration taken from today's line-up and models from the past – CEO Jean-Philippe Imparato hinted it could get cues from the original Giulietta – the brand's first EV will play a crucial role in growing sales for the marque, which has yet to see an upturn in European sales post-pandemic (down 39% from 2019's 54,365).

Former UK boss Damien Dally told Autocar last year that the brand would look to target more volume-friendly segments in order to grow. "We want to move from an emotional brand down to a rational one," he said.

Using hardware and technology from elsewhere in Stellantis is key to turning a profit, which is why the car will share its underpinnings with the Avenger.

For the electric variant, power is expected to be drawn from the same 54kWh battery that powers the Jeep and sent to the front wheels via a single, 154bhp, 192lb ft electric motor.
WILL RIMELL

Luxury EVs to crown Alfa range



A PORSCHE TAYCAN-rivalling large saloon will be launched in 2027 as Alfa Romeo's new flagship model alongside an all-electric replacement for the Stelvio SUV.

The low-slung E-segment model, which will be signed off by the end of the year, will be a crucial step towards bolstering the brand's popularity in the US and China, CEO Jean-Philippe Imparato said.

It will arrive a year after the new Stelvio's debut and both are expected to use parent Stellantis's STLA Large platform.

While the SUV – a follow-up to Alfa's best-selling car in Europe, with 16,009 units sold last year – will major on practicality, the saloon will be focused on comfort and range, Imparato told Autocar.

"If you speak about range, you speak about a sedan [saloon]," he said, hinting that it will arrive with a sleek, aero-optimised design that should help it net a lofty maximum range to match long-legged rivals like the Lucid Air and Mercedes-Benz EQS. Certainly, if it uses a 100kWh battery – as previewed by sibling brand Peugeot's STLA-based Inception concept – a range of over 450 miles seems feasible.

Given that the saloon and SUV will share a platform with the Giulia, they will most likely share its fundamental drivetrain offering too, for outputs starting at 345bhp and rising to 790bhp – or close to 1000bhp in hot Quadrifoglio variants.

Imparato hinted that the pair could share a production line at the firm's Cassino factory in Italy, but this hasn't yet been confirmed.

New Superb gets 62-mile PHEV

Next-gen Skoda saloon and estate to feature plug-in hybrid with long electric range

A new generation of the Skoda Superb will go on sale next year with plug-in hybrid powertrains that offer an electric-only range of 62 miles.

This exceeds the range of every current plug-in hybrid within the Volkswagen Group and beats premium rivals such as the Volvo V90 Recharge (54 miles). It will position Skoda's PHEVs alongside the Mercedes-Benz C300e Estate, which is also rated at 62 miles.

The 62-mile electric-only range is 27 miles up on that offered by the current Superb iV PHEV, which is powered by a 1.4-litre turbocharged petrol engine mated to an electric motor and a 13kWh battery.

The news was confirmed by Skoda CEO Klaus Zellmer at the brand's annual conference, although he did not reveal specific details of the new powertrain's set-up.

The Skoda Kodiaq, which also enters a new generation next year, could be in line for this PHEV option as well, given that it doesn't currently have plug-in power and the Czech firm is engaged in a rapid electrification push in which it has invested £4.9 billion.

With Skoda's cars technically similar to those available from sibling brands such as Volkswagen and Audi, it could also lead to a significant plug-in upgrade for other group models, including the VW Golf and Audi Q3.

When the new Superb and Kodiaq are launched in 2024, they will arrive with an "attractive design" overhaul inside and out in addition to a few "efficient engines". The first deliveries for both models are planned for early 2024.

The Superb will enter its fourth generation in saloon and estate guise, as with today's model. The larger Kodiaq SUV will move into its second generation, having

New Superb PHEV's electric range beats today's by 27 miles

Cupra thinks big for electric push into North America

CUPRA IS READYING a mix of larger vehicles to target North America as it looks to grow its global presence following a record year of sales.

CEO Wayne Griffiths has confirmed that the new cars will ride on the Volkswagen Group's SSP platform – effectively a fusion of VW's current MEB and PPE architectures. This means the cars will arrive towards the end of the decade, given that the platform isn't due until 2028 at the earliest.

They will be electrically powered (Cupra's last combustion car will be the 2024-bound Terramar SUV) because the Spanish firm "will not be looking to go to America with combustion cars", said Griffiths.

Cupra's North American push remains on course for around 2030, confirmed Griffiths, who added that its entry into the market "will be linked to the timetable of Cupra becoming a fully electric brand". This has already been cited as happening "by 2030".

Asked why the firm can't launch there now with the likes of the VW ID 3-based Born, Griffiths said: "You need a car in the US that is fit for the US, and US electric cars are generally bigger, so it will be a next generation of electric cars that would be based on the SSP platform from VW.

"So in terms of technology, there is a timing aspect, and the other aspect is that we have to be able to afford to do it. The investments for making cars ready for America are considerable and I think we need to be stronger first in Europe."

He added: "Our priority will be to get Cupra up and running first in Europe. The US story is still very early days."

In the meantime, Cupra has just launched in Australia and New Zealand. A North America push could also open the door to the Chinese market, given that customers in both territories have a similar preference for large cars.

The news comes off the back of a record year for the five-year-old marque, which last year recorded 150,000 deliveries. In its first four years combined, Cupra sold around 300,000 cars.

North America requires larger cars than Born

first gone on sale in 2016.

As well as new plug-in hybrids, both models are likely to be available with 1.5-litre and 2.0-litre turbocharged petrol engines and a 2.0-litre diesel.

Skoda's two newcomers are expected to continue to play a significant role in maintaining and advancing the car maker's market share. The Kodiaq was Skoda's third-best-selling vehicle last year, with 94,500 sales, and the Superb accounted for 60,800 sales.

Pricing has yet to be announced, but the current entry-level Superb is offered from £30,000. The top-rung hybrid boosts that to £45,000. **JACK WARRICK**

SKODA TEES UP NEW ELECTRIC ESTATE

Octavia is poised to get an all-electric estate successor

Skoda is poised to reveal an all-electric estate, expected to be a successor to the Octavia, next month.

Likely to break cover at the car maker's Explore More 2.0 event in April, the estate will be Skoda's second bespoke all-electric model, following the launch of the Enyaq iV last year, as the Czech firm continues its shift towards an all-electric line-up.

When it arrives, it will join what is currently a niche class, with rivals such as the Peugeot e-308 estate and the MG 5 stalwart.

Current Kodiaq will be replaced by a Mk2 version next year

> “The new Kodiaq could be in line for the latest PHEV too”

SEAT SHUNS EVs FOR CUPRA'S SAKE

Seat won't release an electric car while Cupra is selling them, for fear of cannibalising sales, and will instead focus on micro-mobility.

The news, confirmed by Seat and Cupra CEO Wayne Griffiths, means Seat will not launch its hotly tipped first electric model before 2026, if at all, given Cupra will introduce two new EVs over the next two years – the Tavascan in 2024 and a production version of the Urban Rebel concept in 2025.

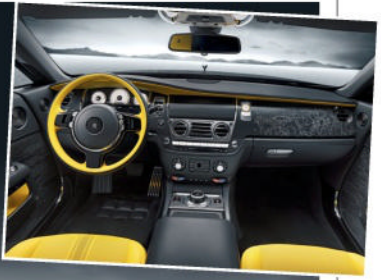
Instead, Seat will focus on continuing its current combustion offering, as well as growing its “electric micro-mobility” arm – which currently consists of the Seat Mó electric scooter.

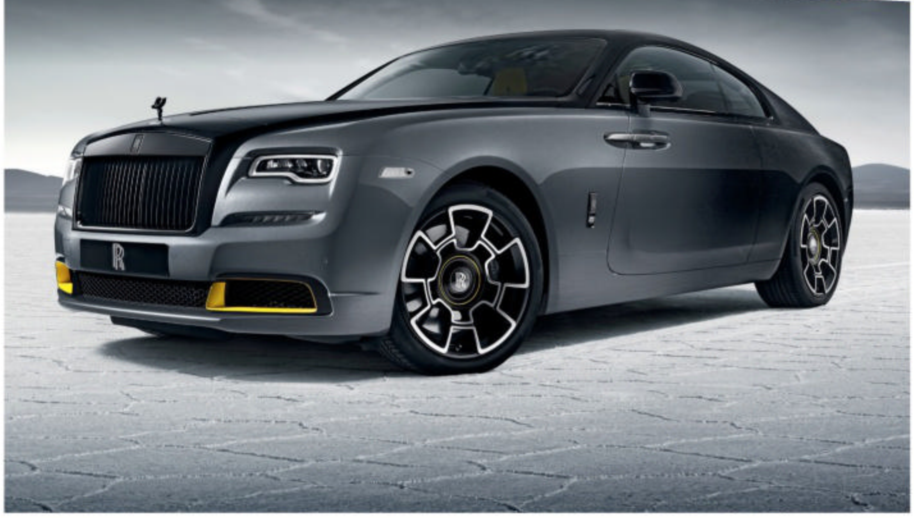
“We cannot electrify both brands at once,” said Griffiths. “Seat is combustion. Cupra is BEV.”

Minimó was due in 2021 but shelved because of Covid

V12 ROLLS-ROYCE COUPE BOWS OUT IN STYLE

The last-ever V12-powered Rolls-Royce coupé will be this, the Wraith Black Arrow. Limited to just 12 units, which have already been sold, the 623bhp Black Arrow sees out 10 years of Wraith production. Finished almost entirely in black and silver, the special two-door coupé draws inspiration from the famous, seven-tonne, eight-wheeled, dual-V12-powered Thunderbolt of 1938, which broke the land speed record, hitting 357.497mph. The price? If you have to ask...





ID 2 uses a new MEB Entry platform for smaller, cheaper cars

AUTOCAR IMAGE

Could VW help revive the Fiesta?

Ford would have the chance to resurrect it as an EV if VW shares the ID 2's platform

The reveal of the new Volkswagen ID 2all concept – a compact and affordable electric hatchback touting Golf levels of practicality – has raised the intriguing prospect of VW providing its underpinnings to Ford for an electric Fiesta successor, but such a car will not immediately become a reality.

Ford's newly revealed Explorer uses VW's full-sized MEB platform

The ID 2all, which will become the ID 2 when it reaches production, rides on a compact new variation of VW's ubiquitous MEB architecture, called MEB Entry.

Ford last week revealed its new Explorer, the first of two electric SUVs to use the full-sized version of the MEB platform. The company's Europe boss, Martin Sander, told Autocar that, without Volkswagen's platform, "we wouldn't have an electric volume[-selling] vehicle in the market in Europe right now".

The Explorer will be followed soon after its launch by a similarly sized 'sports crossover' with broadly similar technical specifications, and there has been much discussion across the industry about whether Ford could use the MEB architecture for further vehicles – particularly given the freshly revealed ID 2 is a similar size and (targeted) price to the soon-to-be-retired Fiesta.

Sander told Autocar that Ford has still not determined whether it will continue to use MEB but gave this clarification: "Not decided does not mean we have decided not to do it."

Ford is currently developing its own global EV architecture for use on future products and evaluating building vehicles on this platform in Valencia. It is also readying an electric version of the Ford Puma atop adapted ICE architecture. However, the potential for additional MEB-based Ford EVs remains on the table.

VW boss Thomas Schäfer was also non-committal when asked if his company could consider offering its smaller MEB Entry architecture to third parties, as it does with the full-sized MEB. "It could be an option," he said. "But for now, we think that with the scale that we have, we can do it ourselves. We're looking at a couple of options at the moment."

A direct replacement for the Fiesta is not an immediate priority for Ford in any case. As Sander put it: "We have to be wise in our choices and decide where to spend our money, where to make the necessary

SSANGYONG TO REBRAND AFTER TORRES

Ssangyong will rebrand as KG Mobility under its new owner, the KG Group. Chairman Kwak Jae-sun said the change was to erase the company's "painful image" following years of uncertainty. All cars after the new Torres will be rebadged as such.

ZEEKR SALOON NEXT IN MODEL BLITZ

Geely-owned luxury EV firm Zeekr will add a saloon to its line-up ahead of its 2023 European launch. Following the 001 estate (pictured) and X SUV, the CS1E will be joined by a new car every six months. Zeekr targets 650,000 annual sales by 2025.

> “Ford is keen to position the Puma as the ‘utility version’ of the Fiesta”

Outgoing Fiesta has no direct replacement

EV TO REVIVE CAPRI NAME

Ford’s second MEB-based crossover, due in early 2024, is set to revive the Capri nameplate, according to a report in The Sun.

The Explorer’s rakish twin is tipped to take its name from the two-door sports coupé Ford sold in huge numbers across Europe from 1968 to 1986, in line with the firm’s strategy of redeploying historic nameplates in new segments.

Autocar first reported in 2019 that the Capri name was in the frame for a revival, and the firm’s chief designer in Europe, Amko Leenarts, told us more recently: “The public loves that we’re bringing nameplates to new territories.”

Capri could return as EV

Electric Puma, due in 2024, will be based on the ICE car’s platform

investment in order to get to a positive business case.”

He added: “At the moment, with battery costs where they are, I don’t see an electric Fiesta any time soon.”

But Sander is keen to position the Puma as the “utility version” of the Fiesta and he said it will remain on sale “for many years” following the introduction of the EV version next year. It will be priced some way clear of the ID 2’s mooted £22,000 start point but will stay true to the value billing of the petrol car by comfortably undercutting the £40,000-plus Explorer.

FELIX PAGE

GT X-Over and hot hatch will be ‘lifestyle’ cars

Alpine to split future EV range into lifestyle and sporting lines

ALPINE WILL OFFER a distinct line of performance models in addition to a range of more lifestyle-focused cars as it fleshes out its future electric line-up.

The car maker is currently preparing a three-model ‘dream garage’ line-up for its transition to becoming the Renault Group’s premium electric brand, and those cars will be used to establish two clear-cut product lines.

The inbound electric hot hatch – based on the Renault 5 – and the GT X-Over crossover will form part of the lifestyle branch, while the next-generation, electric A110 will spearhead the firm’s future sporting line-up.

Speaking exclusively to Autocar, Alpine CEO Laurent Rossi outlined his vision, citing that even for a sporting manufacturer, models in alternative segments would need to be offered to fortify the brand’s future.

Rossi said: “It is not sustainable for even a sporty brand to only revolve around sports cars, and that’s why we will expand the line-up in the lifestyle area. The C-segment crossover is the best way for us to stay relevant to a larger audience because not everyone can afford an A110 or its potential successors.”

The Alpine boss sought to reassure enthusiasts that the French firm will stay true to its sporting roots and hinted that it could look to expand its performance range with larger cars to join the A110.

Both the lifestyle and sporting branches of Alpine will be heavily influenced by its involvement in top-tier motorsport, said Rossi, most notably Formula 1 and the World Endurance Championship.

F1 looks set to play a significant role in Alpine’s electrification plans, as the sport is set to introduce new engine regulations that could place greater focus on the electrical elements of the power unit.

“Racing is in our DNA. We want to keep that and perpetuate this legacy, and we plan to do that in all of our cars,” said Rossi. “The hot hatch and the sports crossover SUV, even though they are in the lifestyle brand, will have that racing DNA.”

Rossi said that having taken over from Renault Sport within the group, a performance variant of the Renault 5 was a sensible addition to Alpine’s EV lifestyle arm.

“It’s the easiest one for us to do because the hot hatch is the closest thing to the Renault Sport era,” said Rossi, referring to Renault’s previous sporting brand and its hot Clios and Méganes.

HYDROGEN-POWERED A110, ANYONE?

CEO Laurent Rossi did not rule out Alpine using hydrogen combustion engines in the future A110 line-up. He said hydrogen could offer the performance traits needed for a sports car while being as clean and efficient as an electric powertrain – as previewed by 2022’s Alpenglow concept.

Alpine boss noted the advantages of hydrogen for an A110

PININFARINA TO DESIGN POLISH EV TRIO

Polish EV start-up Izera has announced that its first three models (also based on a Geely platform) will be designed by Pininfarina. With the backing of the Polish government, Izera plans to launch an electric hatchback, estate and SUV in late 2025.

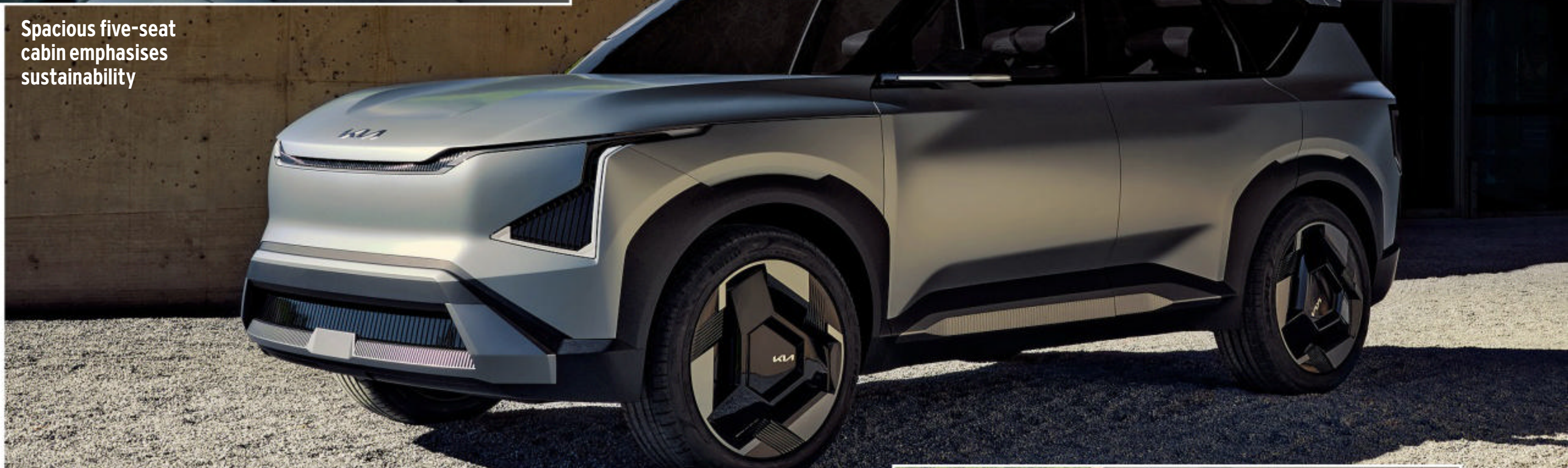
FORD CREATES RAPTOR-LITE RANGERS

Fancy a beefy off-road Ranger without going full Raptor? Ford has launched the Ranger Wildtrak X and Tremor with a 2.0-litre diesel, long-travel Bilstein dampers, a 26mm suspension lift and a 30mm-wider track – to sit below the hot V6 truck.

Kia surprises with EV5 concept

Hot on the heels of brand's new EV9 flagship is similarly styled, smaller electric SUV

Spacious five-seat cabin emphasises sustainability



OFFICIAL PICTURES

Just a week after unveiling its new electric flagship, the seven-seat EV9, Kia has previewed its third bespoke EV with a similarly styled SUV concept.

The new EV5 follows the larger car in adopting the 'Opposites United' design ethos that will define all future models from the Korean brand.

Referred to officially as the Concept EV5 for now, the electric SUV will be launched in China later this year, and Kia's confirmation that plans will soon be announced for "other global markets" suggests that a European entry is likely.

Technical details also remain largely under wraps, but the production version of the EV5 is likely to ride on a variation of the E-GMP platform that underpins Kia's two existing bespoke EVs and another four that will follow before 2026.

In size and stature, the EV5 looks roughly comparable to the combustion-engined Kia Sportage, so it could feasibly serve as a rival to similarly

Concept's design is similar to EV9 but a departure from EV6

New small Citroëns to 'kick ass' in affordable EV class

Citroën's wacky Oli concept hints at upcoming EVs

CITROEN IS READYING a mix of smaller EVs that will be "priced aggressively" to beat rivals in this growing class.

Due over the next few years, they will get "kick-ass" designs to attract a wider customer base to the brand, design boss Pierre Leclercq told Autocar.

Starting with the upcoming C3 supermini, they are likely to share cues with the Oli concept, he announced.

Pricing of around £25,000 is expected, given that Leclercq confirmed these EVs would have a "huge advantage" in their classes.

Popular contenders today include the £27k MG 4 EV, £28k Fiat 500 and £32k Vauxhall Corsa Electric.

"As premium brands look to become more premium, [there are still] some people who don't have that kind of money to buy a car," said Leclercq.

"It's going to be super-cool. We're excited to put those [new EVs] on the road. We can only be proud of having done it. So I think we have a big role to play in the car industry in the next couple of years."

Citroën's new-era EVs will ride on its Stellantis parent's STLA architecture – the smallest version of which will replace the CMP platform that underpins today's Corsa Electric and Peugeot e-208.

They could make use of the same 51kWh battery as the e-208, which has a range of up to 248 miles.

A single-motor powertrain with around 130bhp is likely, given that is what's expected on the next C3 Aircross.

To save costs, the Citroën EVs might also, as shown on the Oli concept, ditch infotainment systems in favour of a link to the driver's phone, hinted Leclercq – albeit not such a low-budget solution as the solitary phone clip in the £7695 Ami.

EV9 TO OFFER 378BHP AND 336 MILES

Shortly after unwrapping the EV5, Kia confirmed the first technical specifications of its EV9 flagship, which is due on sale in the coming months.

It measures 5010mm long, has a wheelbase of 3100mm and will come with a 99.8kWh, 800V battery. This will give it a range of up to 336 miles, 148 miles of which can be gained in just 15 minutes of charging.

There will be a rear-wheel-drive model with 200bhp and 258lb ft and a dual-motor, four-wheel-drive version with 378bhp and 442lb ft.

Performance figures and pricing will come at a later date, as will the promised GT performance variant.

EV9 rivals include the BMW iX and Mercedes-Benz EQS SUV

conceived family EVs including the Nissan Ariya, Toyota bZ4X and Volkswagen ID 4.

While Kia has yet to offer any hints concerning pricing or performance, the EV5 is likely to match those cars (and its siblings) in offering a choice of two- and four-wheel-drive powertrains. If it is offered with the same 77kWh battery as the EV6, it will provide a competitive maximum range of more than 300 miles.

Interestingly, the EV5 looks to be at least the same size as the EV6, if not larger, suggesting that Kia won't number its EVs according to size, à la Volkswagen and Peugeot.

Like the EV9, it is sharply proportioned and overtly focused on practicality, and the larger car's swivelling seats feature here too, allowing occupants in both rows to turn 90deg.

Uniquely, the EV5 concept also seemingly features bench-style front seats, taking advantage of the lack of a transmission tunnel to provide more space for the front occupants. Whether or not such a feature could be homologated for sale in China or elsewhere remains unclear.

There is no doubt, though, that the panoramic roof (hosting battery-boosting solar panels on the concept) will be retained, as will the sustainably sourced interior materials and wraparound infotainment touchscreen atop the dashboard.

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CITROEN WON'T BE A SLAVE TO RANGE

Efficiency alone shouldn't dictate the look of EVs, believes Citroën design boss Pierre Leclercq.

He was speaking about the Oli concept's vertical windscreen, which has become a standout aspect of the radical one-off.

Its design, which sees drag negated by trick ducting in the headlights and bonnet, yields benefits including significantly reduced material use, lessened labour requirements and more shade inside the car. But it was mainly about challenging convention, said Leclercq.

He hopes other firms will do the same and not just focus on eking miles out of similar aerodynamically shaped bodies.

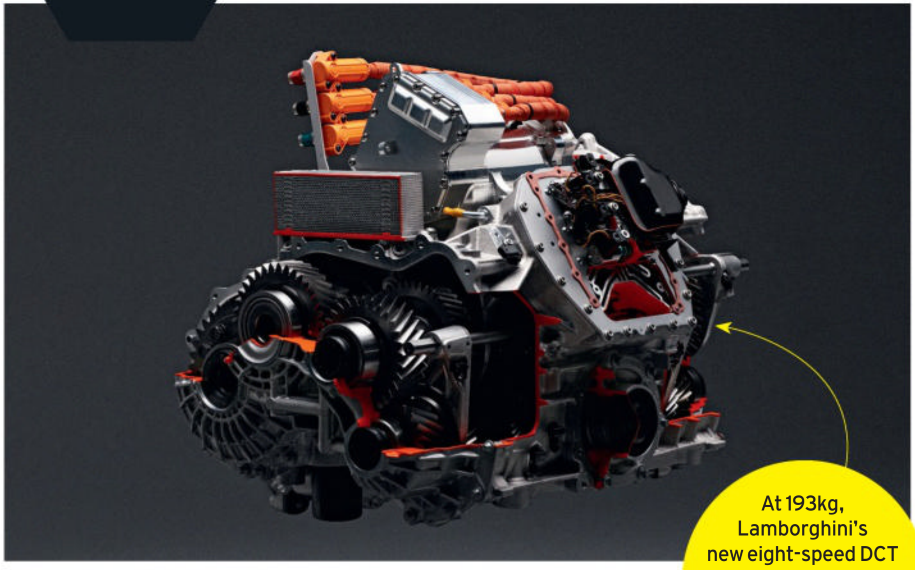
"Maybe a little bit less [range] is fine when you have something iconic and functional," he reasoned.

90deg isn't good for aero

UNDER THE SKIN

JESSE CROSSE

THE GENIUS OF LAMBORGHINI LB744'S NEW TRANSMISSION



At 193kg, Lamborghini's new eight-speed DCT weighs notably less than the Huracán's seven-speeder. It's faster-shifting, too.

SINCE THEY HIT the mainstream in the early 2000s, dual-clutch transmissions (DCTs) have travelled along a curious curve of driver acceptance. Initial joy that they were so much more compelling than the torque-converter slushers and automated manuals they replaced eventually gave way to a yearning for manuals as the novelty wore off. However, it's hard to imagine Lamborghini's new LB744 plug-in hybrid hypercar being fitted with anything else.

Developed at Sant'Agata but doubtless drawing on the wider Volkswagen Group's huge experience with DCT technology, Lamborghini's eight-speed "double-clutch" transmission (so many different names for the same thing) is completely new and developed especially for the LB744.

Breaking with Lamborghini's tradition of mainly longitudinal engines and forward-facing gearboxes, the LB744 is powered by what might be described as a T-drive, with a longitudinal engine coupled to a transverse gearbox behind it. What would've been the transmission tunnel ahead of the battery is occupied by a small (3.8kWh) drive battery.

All DCTs work on the principle of splitting gear ratios between separate shafts within the gearbox. Longitudinal gearboxes might have two shafts, whereas those designed to fit in the compact spaces of front-wheel-drive cars, like Volkswagen's DSG 'boxes, might have three. Despite the transverse mounting of Lamborghini's unit, the design is able to stick to two, no doubt because of the car's width.

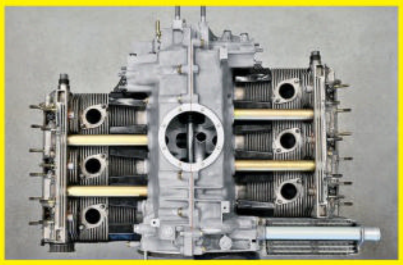
The gears are arranged with the even numbers on one shaft and odd numbers on the other, each set being controlled by one clutch. As with all DCTs, the idea is that when the car is accelerating through upshifts, the gearbox preselects the next ratio but the clutch controlling it remains open. When the driver calls for a shift, the clutches simultaneously open and close, taking the previous ratio out of drive while introducing the higher ratio at exactly the same time. In this case, a feature called continuous downshifting (activated if you hold down the left paddle) drops the DCT through multiple gears under braking to give you a greater sense of control.

The gearbox's role as part of a drive system is more complete than usual in that it forms part of the hybrid strategy. Of the LB744's three electric drive motors, one is located above the gearbox while the other two are axial flux (pancake-style), one on each wheel. The rear motor also acts as the starter and in generator mode powers the front motors via the battery. An uncoupling mechanism with a dedicated synchroniser connects the motor to the gearbox, allowing it to be connected to the engine or independently to the wheels. In that way, it can either feed power to the engine or be driven by the engine to generate electricity. When it's uncoupled from the engine and driving the wheels alone, the LB744 becomes a 4WD EV.

Another clever touch is the use of the front motors for reversing, removing the need for a reverse gear in the gearbox and thereby helping weight reduction.

BACK AFTER HALF A CENTURY

Porsche has begun producing engine crankcases for older 1960s and 1970s 911s again but using the latest production techniques. Starting with computer-aided design data, moulds are made from sand bonded with a resin. Once freed from the moulds, the castings are machined by five-axis computer numerical control machines and checked for accuracy using 3D-measuring probes.



Small luxury EV on Genesis radar

New entry-level car for Europe, based on the Mint concept, is under consideration

Genesis is evaluating launching a small, Europe-focused luxury electric car, potentially beating Tesla's mooted entry-level model to market.

The car would take inspiration from the Mint concept of 2019, which received positive feedback but hasn't yet yielded a production model. It was revealed at the New York motor show, before Genesis had launched in Europe. A production model would be likely to have a European focus, given the car's compact dimensions.

Mark Choi, head of product planning for Genesis, said: "We are looking at expanding our model line-up, and especially in Europe a smaller model is being considered.

"But it is not a simple case of adding new models. We need to factor in the growth of sales anticipated for our current cars, weigh that against our manufacturing capacity, and then consider the rising cost of raw materials and understand how that affects the decision."

Choi hinted that the last of those factors could delay the launch of the small EV, which would sit below the Genesis GV60 in the firm's line-up. As such, it would be the entry-level model, although it would carry a price in line with its luxury billing. "Raw material prices for batteries is key at the moment," said Choi. "Waiting until material costs come down could make more sense but we will have to see."

Head of design SangYup Lee added: "The Mint concept is still being studied. We want to understand what a small luxury car could be. When you live in a city, you don't necessarily want a big car, so a small luxury vehicle is something to think about. There are premium small cars, but a luxury small car could be something new."

The Mint featured twin scissor doors, but a production car would potentially be more versatile in order to give it greater sales appeal as an upmarket rival to the

Three X concepts: "great feedback"

Genesis ramps up go-faster EVs

GENESIS WILL LAUNCH a raft of high-performance electric vehicles, with quicker versions of its cars in development, as the brand bids to establish itself as a rival for Audi, BMW and Mercedes – and potentially further underlining the production potential of its trio of X concepts.

Confirming that Genesis will pursue the development of high-powered electric cars, Mark Choi, head of product planning, said: "As a group [Hyundai], we are looking at the most efficient ways of developing electric cars as we approach the new era, but at Genesis it is clear that we want to be differentiated. We can't just carry over from our sister brands.

"We want to separate ourselves on the more high-performance side. We are not keen on a high-performance sub-brand or anything like that but we do talk about developing 'effortless' powertrains – enough power to be enjoyable in all circumstances, and which satisfies the luxury experience."

Highlighting the striking X Coupé, Convertible and Speedium family of concepts, and their potential for being made, Choi added: "We've had great feedback, and we're looking into it. The next steps are to decide if it's first possible and then feasible."

Talking about the feasibility of the concept cars making production, head of design SangYup Lee, who spoke of his desire to launch a halo coupé, said: "The flush shapes we want for the cars are not easy to make in production,

Mint concept was well received and would be a good fit for Europe

Volkswagen ID 3 or Renault Mégane E-Tech Electric, for which rear access is critical.

The Mint's claimed range of 200 miles is also likely to need enhancing, although its 350kW fast-charging capability could justify a smaller battery for what would be sold as a city-based car, in turn helping to keep the purchase price down.

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especially around the A- and B-pillar. These are challenging engineering details that need to be perfected before we can proceed."

Genesis has committed to launch only new EVs from 2025, creating a line-up of at least six cars thereafter. However, it will continue to offer existing combustion-engined cars from that point, phasing them out only according to differing local regulations up until 2030, when it will be fully electric. It has pledged to be carbon neutral as a firm by 2035.

GENESIS EYES BIG LIMO FOR EUROPE

G90 is an S-Class rival; latest version was launched in 2021

The European sales potential of Genesis's flagship G90, a Mercedes S-Class rival, is being evaluated, although the cost of converting it for right-hand drive makes it unlikely for the UK.

The second-generation G90 was launched in 2021 and sits on a bespoke platform, called M3. Prices range from about £62,000 to £115,000, depending on spec. Beyond the UK, Genesis sells in Germany and Switzerland at present.

A spokesman described evaluations as "ongoing", suggesting a final sales decision would hinge on potential sales and marketing value versus the cost of tuning it for European roads.

CAN G90 CUT IT IN EUROPE?

JIM HOLDER

Around Korea, G90s are everywhere. The brand may only be approaching seven years old, but this year it is expected to mark up its millionth sale thanks to its home market predominance, and its flagship vehicle is clearly popular.

Having spent many hours in the back of one over a few days last week, it's easy to understand why. It's large, luxurious, full of advanced tech and well appointed, its collaboration with Bang & Olufsen resulting in a particularly impressive 23-speaker sound system.

It doesn't lack for performance, either. Power comes from a 375bhp 3.5-litre turbo petrol, boosted to 409bhp with 48V assistance. It's punchy, smooth and reasonably refined. Buyers can choose between two- and four-wheel drive on the standard model, or four-wheel drive only on the long-wheelbase version, which adds 19cm to the car's length.

But before anyone gets too excited, there are watch-outs: an S-Class interior is quieter and the ride quality - at least on Korean settings - leaves a bit to be desired. If the G90 is to be more than a curiosity, both need fixing.

G90 is priced from the equivalent of £62,000 to £115,000

Jim Holder

INSIDE INFORMATION

Tide may have turned on Jaguar Land Rover Arch dealerships

EVEN IF YOU haven't heard of Jaguar Land Rover's Arch dealership concept by name, the chances are you would recognise it. Conceived in 2013 and rolled out since, it describes the firm's dual-branded dealerships, noteworthy for their imposing right-angled structures, stripped-back colour palettes and reputed prices of up to £15 million each.

Back when Arch was conceived, JLR was rocking. Land Rover could do no wrong – Range Rover especially so, the Evoque capturing the post-recessionary mood perfectly. Jaguar was also set to finally deliver, on swagger with the F-Type, on volume with the XE and then – so read the plan, at least – on profit with a family of SUVs.

Reports at the time suggested the combined cost of the new dealerships in the UK – chiefly borne by the dealers – would be around £1 billion.

Although the roll-out has taken far longer than originally believed, that has primarily been down to planning issues. There was no shortage of willing from retail groups keen to invest in the vision and be part of the expansion.

What a difference a decade makes. Today, there are reports that the Arch concept is dead, killed by the reimagining of Jaguar as a high-end electric car maker from 2025. Usually on the pace for breaking dealership news, the Car Dealer website reports that retail bosses have been told that in the UK the firm plans to axe Jaguar dealerships from 83 today to fewer than 20 in just two years. JLR has issued a terse statement in response, denying it has settled on a plan. Autocar has been told off the record by those who should know that Car Dealer's report faithfully reflects the dialogue between the two sides to date.

Now, none of this is to say that Jaguar's approach is wrong. Few, if any, would question its need to be bold, and going fully electric and pushing upmarket is certainly a throw of the dice (maybe even its last one).

It couldn't carry on as it is, but this is not a battle it will win easily, given its stuffy heritage, the near dereliction of the brand in recent years and the strength of its opposition. As such, sentiment was never going to get much of an outing.

Nevertheless, you can only imagine how the dealership groups that invested so heavily in dual-brand showrooms, scaled with the ambition of hosting two thriving, complementary brands, now feel.

Yes, it's hard to feel sorry for more-profitable-than-ever car dealers – but those saddled with white elephant edifices, scaled well beyond their needs and with overheads to match, are facing substantial losses.

In this industry, memories are only as long as the next opportunity, and there may well be a happy ending to all this. But, for now, there's a risk JLR's Arch dealerships stand as a monument to profligacy, paid for by its dealers and – ultimately – customers.

MG Metro 6R4 reborn with Audi V6

British specialist MST modernises 1980s Group B rally monster, uprating it to 450bhp

MG original came in road (pictured) and competition forms

New body is fabricated in Wales

The outrageous MG Metro 6R4 rally car is being revived by British specialist Motorsport Tools (MST) for 2024 with a supercharged Audi V6.

Loosely based on the humble Austin Metro, the 6R4 is one of the most notorious – if not successful – Group B rally monsters of the 1980s. It came third in the 1985 RAC Rally, but its unreliable V6 engine kept it off the podium during the 1986 WRC season, during which Group B cars were banned, being deemed too dangerous.

It was, however, one of the defining cars of the Group B era, and original examples are highly sought after today, commanding well over £200,000 in good condition.

MST will build just five new examples at its Bangor base next year, each priced from £295,000 before taxes.

It has suggested that buyers can, as with the original 6R4, choose a road-focused set-up with a bespoke interior or a 'lightweight' version for racing and rallying activities.

Each will be driven by a supercharged 3.0-litre V6, as featured in the B8-generation Audi S4, but with a number of modifications made for extra grunt: 450bhp up from 350bhp originally. This will be sent to both axles through a Sadev six-speed sequential gearbox.

The reborn 6R4 will – like MST's Ford Escort-shaped Mk1 and Mk2 – be all but visually identical to its WRC forebear but with a number of modern touches that promise to make it one of next year's most formidable road-going performance cars.

Chief among these upgrades will be an all-new carbonfibre bodyshell, engineered in partnership with Innovate Composites and designed to the exact dimensions of the original 6R4's glassfibre body.

MST hasn't yet confirmed if its car will weigh less than the 1040kg original, but it is likely to feature a heavily reinforced chassis, as with the firm's previous creations.

MST doesn't hold the rights to the MG or Metro names, so it's referring to the car as the "all-new 6R4".

The original was famous for using the Cosworth-derived atmo V6 that would later appear with turbochargers in the Jaguar XJ220 supercar.

There were two versions: the road-legal Clubman, with around 250bhp, and the International, which ramped up output to 410bhp for motorsport applications.

While the 6R4 will include an Audi V6, MST uses a 2.0-litre Cosworth-designed BDG race engine in the Mk1 and a 2.5-litre Ford Duratec lump in the Mk2, both of four-cylinder format.

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MORE REVIVED GROUP B ICONS

E-LEGEND EL1
Inspired by (but not based on) the Audi Quattro S1, this £1m super-EV gets 805bhp from three motors and a 248-mile range.

KIMERA EVO37
Jaw-dropping reboot of the Lancia 037 was developed in partnership with Claudio Lombardi, the engineer behind the original's powertrain.

RENAULT R5 TURBO 3E
"Born to drift" rather than to win at Monte Carlo, this outlandish electric hooligan was built to celebrate 50 years of the Renault 5.

NEW ELECTRIC GRANDLAND INBOUND

The current Grandland offers diesel, petrol or plug-in hybrid power

Stellantis will invest £115 million in preparing Opel's factory in Eisenach, Germany, to build an electric successor to the Opel/Vauxhall Grandland SUV from the second half of 2024.

Based on the same STLA Medium platform as the upcoming Peugeot e-3008, the Grandland EV should tout a range of up to 435 miles and a dual-motor, four-wheel-drive range-topper.

INDUSTRY FRONT LINE

AUTOCAR BUSINESS

This week's biggest stories on autocar.co.uk/autocar-business

DEBATE OVER E-FUELS 'UNNECESSARY NOISE'

Volkswagen boss Thomas Schäfer has described the tussle within the European Union to revise the 2035 ban on new ICE vehicles to include an exception for e-fuels as "unnecessary noise" in the mass shift to electrification. "This discussion is distracting from the point," he said.

DACIA RESHUFFLES PRODUCTION PLAN

Dacia has confirmed that production of the Jogger MPV will move to the firm's plant in Tangier, Morocco, in mid-2024. This will free up capacity at its Mioveni factory in Romania for the new Bigster SUV, which is due to arrive in 2025.

BREXIT MADE HIRING EUROPEANS 'MUCH MORE COMPLICATED'

Bentley's chief operating officer has complained that Brexit has made it harder to swap staff with European sibling firms Audi, Ducati and Lamborghini. Jan-Henrik Lafrentz said: "Changing people [within] the Audi brand group is much more complicated [now]. It takes six months to get a visa. You can't change people for just six months, because the effort is the same as hiring people for three or five years."

Matt Prior

TESTER'S NOTES

DUNLOP
77
Patrick Motorsport
Petrol
PMG
Ferodo
Longman

Prior was seduced and confused by Scalextric Minis

> "I feel no grief or nostalgia having learned the Clubman is finally going off sale. Who does?"

The Mini Clubman was maybe the very first car to get my attention. Before supercars, probably even before Thomas Magnum's Ferrari 308 GTS, the Clubman was in at the very start of my car fandom.

Specifically I loved a red one, or a yellow one whose colour contrasted better with its black-chequered roof. It depended on which one my Scalextric controller was in charge of at the time.

The Scalextric Minis that I knew as Clubmans were technically 1275 GTs, but I didn't know the distinction at the time. I thought all flat-fronted Minis were the fast 1275cc ones, GTI variants of the normal Mini, and that was the end of it, because it wouldn't have made any sense to me then for the maker to stick a different nose on a car that also remained on sale beside it, yet pretend it was somehow a notably different model. Actually, 40-something years after it entered my consciousness and 54 years after it went on sale, that still makes no sense.

Perhaps not just to me, either, as the flat-fronted Mini, 1275 GT or otherwise, lost its appeal and went out of production in 1981 (estate in 1982), nearly two decades ahead of the more-loved conventional one.

SRT Demon 170: don't forget to deploy the 'chute

And the Clubman – or Clubfoot, as it was unkindly nicknamed around these parts – didn't return until 2007 as a curious estate type thing with one, but only one, rear door.

So I feel no notable end-of-era grief or nostalgia having learned the current Clubman is finally going off sale. Who does?

Mini must think some people do, because it's making a Final Edition, limited to 1969 examples – the same number as the year when the original Clubman, with which it shares nothing in either design or ethos, went on sale.

It costs £37,000. Only 100 are coming to the UK, and given that I believe the UK takes a proportionally bigger slice than that of Mini sales overall, maybe there's more affection overseas for the latest genuine five-door Mini estate.

I will admit something, though: I do like its rear design, with its cute cargo doors and subtly muscly appearance when viewed directly from behind.

But the original Clubman – sorry, 1275 GT – is still the one for me, especially as it featured perhaps the world's only genuinely great-looking four-spoke wheels. Arguments against on a postcard.

■ Also on the way out of production is the Dodge Challenger, with the new SRT Demon 170 version said to be the last petrol muscle car that Dodge will ever make.

We can't buy it over here, more's the pity. This run-out version is novel not least because part of its optional equipment is a parachute.

Turns out it makes 1025bhp and can do 0-60mph in 1.66sec – so quick that it's banned from most 'run what you brung' drag racing events in the US.

■ I'm no fan of being told what to do, and I thought those trailer-based matrix boards, hired during peak lockdown to remind us to wash our hands, had probably run their course. Yet they're still there, which sounds like nice business for somebody.

In a change to some of the patronising drivel that you often read on them, during heavy wet weather in Wales this week they read simply 'drive to conditions'.

I imagine I would still have coped without them, but I found that a preferable, more grown-up alternative to 'slow down' or 'take extra care'.

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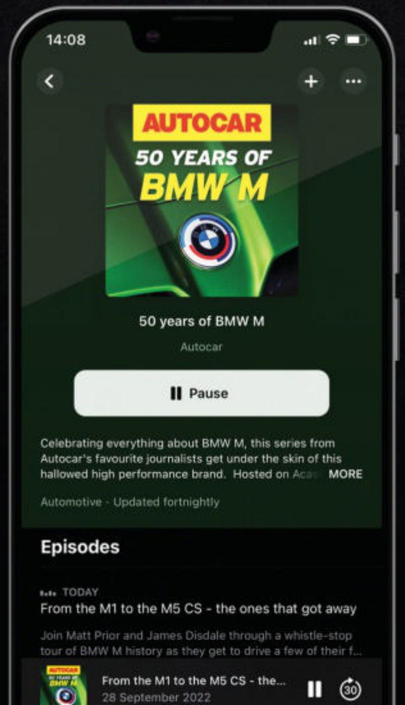


50 years of BMW M

Autocar

Celebrating everything about BMW M, this series from Autocar's favourite journalists get under the skin of this hallowed high performance brand. Hosted on Aca

Automotive · Updated fortnightly

TODAY

From the M1 to the M5 CS - the ones that got away

Join Matt Prior and James Disdale through a whistle-stop tour of BMW M history as they get to drive a few of their f...

From the M1 to the M5 CS - the...

28 September 2022

Steve Cropley

MY WEEK IN CARS

Nothing stands in its way, except maybe the Wrangler

MONDAY
Goodwood to the rescue! For decades I've looked to the Geneva motor show to kick-start the Driving Fun season, but now there's no longer one of those to rely on and who knows when it will be back? Luckily the Duke of Richmond's famous Sussex estate, with the help of more than a dozen UK-based car sales companies, stepped forward with a superb Goodwood Media Drive Day that not only flagged some important Goodwood landmarks (75th anniversary of Goodwood circuit racing, 30th Festival of Speed) but allowed hacks to play – on road and circuit.

I sampled a Lotus Emira, a Maserati Ghibli, a Ford Mustang (V8) and an Aston DBX 707 – all excellent – but the real curiosity was the Ineos Grenadier. The cabin design and interior quality impressed me, as did the excellent off-road ride (good damping) and the easy torque of the 3.0-litre petrol BMW six. I was surprised, though, by the somewhat antiquated steering (lots of wheel winding; DIY self-centring), especially as I'd tried a quicker-responding Jeep Wrangler the week before. I'm not saying the Jeep is better all round, mind. The pair make perfect rivals.

TUESDAY
I never stop being fascinated by how much difference a small percentage increase in a car's length makes to its perceived size and agility. A Ford Fiesta is just 28cm (11in) shorter than a Focus, yet they're a whole class apart. A Ford Ranger Raptor is only a metre (or 22%) longer than a Focus, but it feels so huge that in many circumstances you would rather leave it at home. Yet there's a whole society of four-door pick-up drivers who happily own a Ranger or a Nissan Navara as their only car, and seem to make it work. What am I missing?

> "The Explorer strikes me as a real Ford, for real Ford people"

Has Lotus been beaten at its own game by Alpine?

WEDNESDAY
More Ford. I'm so impressed by what it has pulled off with the new Explorer. I'm less keen on all that 'Exploring Reinvented' and 'Adventure Ready' guff (you have to look past such verbal garnish), but this EV strikes me as a real Ford, for real Ford people. It's a mainstream car to be proud of: not too big but with all the modern properties discerning owners need, and a few 'surprise and delight' features chucked in. This mainstream-but-special combination is something few car makers truly achieve. For me, the Explorer recalls the excitement of the Focus 25 years ago, and since I like the VW ID 3 (which supplies the Ford's underbits), I'm also bullish about its dynamics.

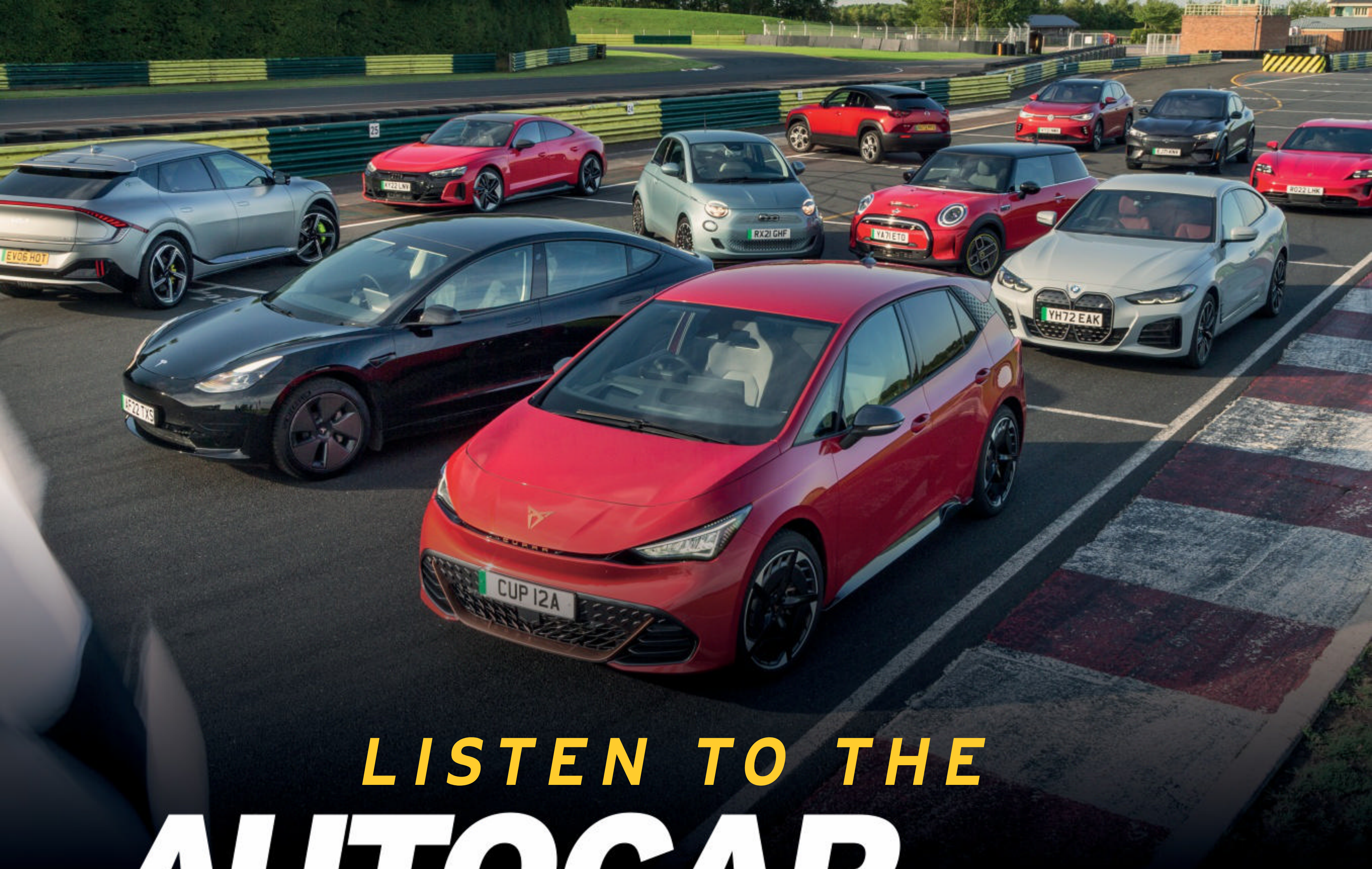
Fordness runs in my family. My grandfather was a Ford dealer in the middle of Australia, proudly selling Model Ts and Model As. That's not to say I've ever had any trouble pointing to Ford's shortcomings, but I reckon I've been trained from childhood to spot a good Ford – and this is one.

AND ANOTHER THING...

The Ford Escort remains the most sought classic car of them all, according to figures supplied by the Car & Classic website, with Escorts, Capris and Cortinas accounting for 50% of the Ford enquiries in 2022. Mustangs are down a bit on 2021, it seems, while Fiesta, soon to be scarcer, seems to be on the rise.

THURSDAY
I did my best to carry home some Lotus Emira impressions from Goodwood to contrast it with my own year-old Alpine A110. I discovered that the cars do indeed have similarities, but fewer than I expected. After the Emira, the Alpine seems a smaller, somewhat less substantial vehicle, with that impression reinforced by its 20%-lighter weight (you feel this as soon as you begin to move) and its 'Renaultness'. Plus, Lotus has discovered interior quality at last. I was surprised to prefer the zippy A110 engine – mine's got a sports exhaust – to the turbine smoothness of the Lotus V6, although the Emira is quicker and I've always had a weird weakness for four-pot engines. The Lotus had better grip, especially in the wet, but not by a big margin. I was surprised that the Emira tended to tramline on even roads (had some previous driver kerbed it?), which removed some of its precision. The key question: would I swap? I don't think so. As an owner and driver, the A110 sits right at my level.

GET IN TOUCH
✉ steve.cropley@haymarket.com @stvcr



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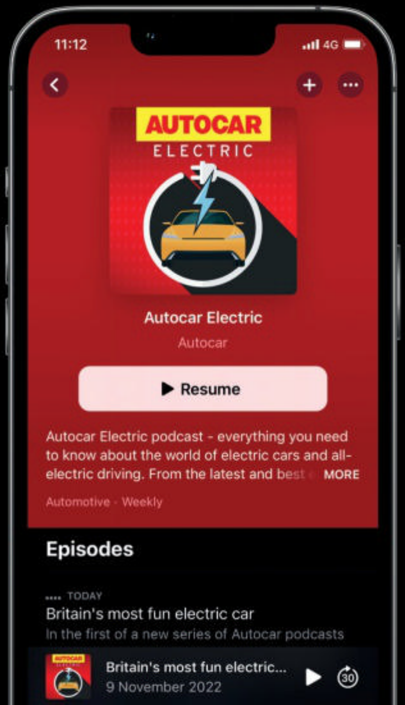

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Damien Smith

RACING LINES

Alonso is in superb form – but it's not enough to stay ahead of the Red Bulls

Debutant Ferrari took pole but was outraced by stalwart Toyota

Let's look on the bright side: Fernando Alonso is surfing into this weekend's Australian Grand Prix on a wave of feelgood optimism as he chases a hat-trick of podium finishes with a buoyant Aston Martin team. The 41-year-old's chipper start to the season is as good as it gets right now in Formula 1 because, beyond Aston's refreshing leap in performance, it's a stretch to put a positive spin on a championship that's braced for an unprecedented level of one-team domination – despite all the graft put in to level up the playing field.

Let's face it: if it hadn't been for the driveshaft failure that left Max Verstappen 15th on the grid for the Saudi Arabian Grand Prix, the champion would surely have won on the fast Jeddah Corniche circuit with barely a backward glance, such is the astonishing advantage that he has been gifted by Adrian Newey and his Red Bull engineers.

Could Verstappen win from 15th? Absolutely, and he very nearly did. Credit, then, to his team-mate Sergio Pérez, who reaped the benefit of Verstappen's brush with reliability gremlins and kept the Dutchman at arm's length, even after a safety car interlude bunched the pack.

It was a big win for the Mexican, but does he really have it in him to challenge Verstappen over a season, especially in a team so obviously centred on its lead driver? He will need a dose of whatever Alonso is taking to stand any chance.

ANOTHER FIA BUNGLE

As great as Alonso was in Jeddah, it was his uncharacteristic mistake that triggered a sequence of events that almost ruined his weekend – and exposed more flaws in how F1 is refereed. He lined up his AMR23 too far out of its box at the start, leading to a five-second penalty. He then got lucky with the timing of the safety car induced by the retirement of his team-mate Lance Stroll, because he was able to serve the penalty as he made his single pit stop and still rejoined second ahead of a frustrated George Russell. But had his crew started servicing Alonso's car before the five-second mark? The rear jack was certainly in contact with it. Still, the stewards didn't call a foul and a further 10-second penalty... until long after the race finished and Alonso had celebrated. Suddenly Russell had a podium, even though he had never stood on it. What a joke. Then new levels of ineptitude emerged when Alonso was handed back his 100th F1 podium, after all. Aston had pointed out a grey area: the rules say crews can't work on a car as a penalty is served, but they don't say crews can't touch it.

> "Can Pérez challenge Verstappen over a season? He will need a dose of whatever Alonso is taking to stand any chance"

The collective faith in the FIA stewards' ability to run F1 races without mistake and recrimination remains seriously undermined.

HAMILTON OUT OF SORTS

The future of Lewis Hamilton is another recurring theme – tiresome for him (and us), especially this early in the season. But he admitted in Jeddah to be out of sorts and that not all of Mercedes-AMG's underwhelming form is down to the car. Speculation that the 38-year-old is on the cusp of retirement won't dissipate therefore, at least until he unlocks some of his old magic.

Hamilton didn't win a race for the whole of last season for the first time in a career stretching back to 2007, but although Russell did (in Brazil) and outscored him across the year, the older driver was arguably the more consistent performer across the races. Write Hamilton off at your peril. Then again, his hunger has rarely been tested like this.

FERRARI'S LONG GAME

Despondency was the mood at Ferrari once again in Saudi, as Carlos Sainz and Charles Leclerc slumped to an unremarkable sixth and seventh. But on the other side of the Atlantic, there was reason for cheer when Ferrari's stunning new 499P hypercar sensationally snatched pole position on its World Endurance Championship debut in the Sebring 1000 Miles.

Predictably, strategic mistakes and procedural errors in the race let Ferrari down, but it was always going to take time for the AF Corse team and its GT-graduate drivers to get match fit as they step up to sports car racing's premier division. A podium third for the #50 Ferrari was a great return.

Meanwhile, Toyota's one-two was sweet vindication for a team that has largely gone unchallenged at the top of sports car racing for far too long. Finally it's facing properly resourced true manufacturer rivals in the form of Cadillac, Ferrari, Porsche and Peugeot – and at the first time of asking, it made the most of its LMH-era head start. As it should have. But it shouldn't be taken for granted, and Toyota had every right to relish its victory.

Cadillac was strong, while both Porsche and Peugeot have work to do. It all bodes well for Le Mans.

TESTED 22.3.23, OXFORDSHIRE **ON SALE** NOW **PRICE** £35,580

MERCEDES-BENZ A-CLASS

Can a mid-life facelift for Stuttgart's plush family hatchback get it back among the UK's best-sellers and help prevent an SUV stranglehold?

Take a look around you and it would be easy to assume the SUV has won the battle for on-road supremacy. Yet look at the sales charts and a slightly different picture emerges, with a far greater variety of cars. Sure, there are plenty of high-riders in the top 10, but they're mingling with small and large hatchbacks, from mainstream and premium brands alike.

One of the more surprising showroom successes has been the Mercedes-Benz A-Class, its blend of smart styling, upmarket vibes, cutting-edge tech and the lure of that three-pointed star a combination working like catnip. Some juicy PCP finance deals did it no harm either. The entry-level Mercedes was the fourth-best-selling car in the UK in 2021, having attracted more than 30,000 buyers, ahead of such mass-market luminaries as the Volkswagen Golf and the Nissan Qashqai. Quite the result.

However, by the end of 2022, it had slipped off the chart – and the picture hasn't looked any rosier in the early months of 2023. Of course, the increased drive towards electrification hasn't helped, but it's clear that the mini-Merc's mid-life facelift hasn't come a moment too soon.

Even so, in light of the 2030 ban on new ICE car sales looming and the inevitable drain that's putting on R&D budgets, Mercedes has done a makeover, rather than making wholesale changes.

There's tech titivation (natch), some equipment enhancements, a smattering of trim tweaks ➔

It's less sporty than the 1 Series but still holds its own when you press on

> Turn-in bite is sharp and it can be hustled through corners with accuracy

TESTER'S NOTE
Standard kit has been boosted across the range, with all models now getting 64-colour ambient lighting, a reversing camera and Apple CarPlay. **JD**

← and even some enriched electrification, but externally the overhaul is of the blink-and-you'll-miss-it variety.

In fairness, in both hatchback and saloon guises (both get the same updates), the A-Class was always one of the handsomely chiselled compact family cars, so the designers didn't need to expend much pencil lead. There are new LED headlights sitting either side of a reprofiled front grille, while at the rear is a tweaked bumper and eye-catching LED lights.

Perhaps the most noticeable change is the addition of a pair of power bulges to the bonnet, underneath which sits a new 48V mild-hybrid system for the A180 and A200 petrols. This combines the familiar 1.3-litre four-cylinder engine with a 13bhp belt-driven starter-generator (ISG) that can deliver a little extra muscle at lower engine speeds. There's also a more powerful (at 212bhp) plug-in hybrid system for the now-saloon-only A250e, while the 200d diesel and AMG performance models are mechanically unchanged.

Inside, the solidly built and richly finished A-Class feels even more upmarket, particularly when trimmed in our car's new Sage Grey leather-effect upholstery, which is made from 90% recycled materials. The widescreen MBUX infotainment and instrument cluster looks as slick as ever and gets the latest upgrades from the new C-Class, including the ability to learn your preferences and with improved functionality of the 'Hey Mercedes' voice-control system.

The latter certainly works effectively and intuitively, which is a good thing, because operating the MBUX system manually using the multiple haptic controls on the nappa leather-trimmed wheel (also from the C-Class) is a fiddly and frustrating experience that can result in your eyes being off the road for rather longer than is desirable.

This issue is exacerbated by the fact the touchpad controller on the A-Class's centre console between the front seats has been ditched, deemed unnecessary when you can access the system in so many other ways. On the plus side, its removal has freed up space for a large and rather useful lidded cubby that also holds the new USB-C port.

Get moving and the A-Class feels much as it did before because, well, 48V electrickery aside, it is.

In the 134bhp A180 we're testing, the extra torque of the ISG delivers a welcome boost to the four-pot when accelerating from low revs, but its efforts are relatively brief and outright urge is modest. Even in the heavier B-Class, the 161bhp B200 option feels far more potent.

On the plus side, it's a relatively refined unit, and while it sounds a little strained when extended, it's never intrusive. It's also aided by the seven-speed dual-clutch automatic gearbox (the diesels get an eight-speeder) that, slightly eager step-off aside, is smooth and responsive.

There have been no changes to the chassis, which means all the same qualities and quirks remain, although overall the A-Class is nicely resolved. You sit low in the car, the steering is quick and naturally weighted, turn-in bite is sharp and it can be hustled through corners with accuracy and very little body roll.

The BMW 1 Series and Ford Focus are more engaging, but there's little wrong with the way the A-Class attacks an apex. It's not exactly

Ride is firm and gets unsettled by bumpy British B-roads

Rear is roomy enough and would be airier without those AMG seats

Double-screen dash looks slick but is harder to use than before

an uplifting experience, but it is poised, grippy and predictable and rarely upset by mid-corner bumps, despite the relatively firm ride.

Ah yes, the ride. As before, there's some inconsistency, the A-Class coping well with smoothly surfaced undulations at speed but feeling brittle and stiff-legged around town or over sharper imperfections – a situation no doubt exacerbated by our AMG Line model's standard 18in alloy wheels wrapped in low-profile 225/45 rubber. There's also a surprising amount of road roar, spoiling the otherwise impressive isolation of the cabin.

Speaking of which, the A-Class provides just as much practicality as you would expect for its footprint. Those in the back get decent head and leg room, but the small side windows and tall front seatbacks mean you feel a little hemmed in.

Elsewhere, the 355-litre boot is only average for the class and its versatility is undermined by the fact that any underfloor storage space is taken up by some of the mild-hybrid gubbins and a subwoofer for the sound system.

Despite these fairly limited changes, the A-Class remains a classy and composed contender in the under-pressure family hatch segment. Is that enough for it to muscle its way between the EVs and SUVs and lift it back into top 10 contention? That's probably a tough ask, and that's before you consider prices that start at a hefty £31,880, which is around £1000 more than for an equivalent 1 Series.

Still, with its blend of premium appeal, classy looks and a relatively polished driving experience, it has as good a chance as any of its traditional rivals as the ICE car faces its twilight years.

JAMES DISDALE

MERCEDES-BENZ A180 AMG LINE PREMIUM

As stylish and desirable as ever and drives well too, unresolved ride aside. Does come at a price, though

★★★★☆

Price	£35,580
Engine	4 cyls in line, 1332cc, turbo, petrol, plus 48V ISG
Power	134bhp at 5500rpm
Torque	170lb ft at 1660-3000rpm
Gearbox	7-spd dual-clutch automatic, FWD
Kerb weight	1440kg
0-62mph	9.2sec
Top speed	134mph
Economy	44.8-47.9mpg
CO_2, tax band	135g/km, 32%
RIVALS	Audi A3 Sportback, BMW 1 Series, DS 4

TESTED 22.3.23, OXFORDSHIRE **ON SALE** NOW

MERCEDES-BENZ B-CLASS

Similar updates to freshen Merc's mini-MPV

You will, I'm sure, be shocked and amazed to learn that the Mercedes-Benz B-Class has received basically the same updates as its A-Class sibling.

The mini-MPV has never been one of the brand's bigger sellers, particularly now there are plenty of SUV alternatives, but the roomy hatchback aims to combine some of the practical elements of a people-carrying van and an estate.

If anything, the changes to the B-Class are even harder to spot than on the A-Class. There are now LED lights front and rear, reprofiled bumpers and some new wheel designs, but otherwise the exterior is the same as before.

Inside, the dashboard is pretty much copied from the A-Class, distinctive eyeball-style air vents and high-grade materials and all. It therefore also gains the frustrating MBUX upgrades, new steering wheel and revised trim options.

The B-Class's engine line-up is limited to the 161bhp petrol (B200) and the 148bhp diesel (B200d).

We sampled the former, which feels far feistier than its output figure suggests, accelerating with enough vigour to elicit a smidge of torque steer on more heavily cambered roads. This extra urge also means the sharp take-off from rest is even more abrupt, requiring sensitive throttle application to avoid a neck-snapping getaway.

As with the A-Class, the driving experience is largely unchanged, which means the B-Class steers precisely with low-roll, vice-free handling, while its low-speed ride is on the firm side, displaying some of the same agitation over sharper bumps and poorly surfaced roads.

Chassis is precise but jittery

BMW's new 2 Series Active Tourer feels a bit more polished and poised, but given its prosaic intended duties, the B-Class is arguably more capable than it needs to be.

Despite having the same 2729mm wheelbase (and bizarrely weighing 30kg less) than the A-Class, it has more leg and head room for those in the rear, while the boot holds up to 445 litres (420 litres in the petrol because of the 48V system).

Unfortunately, what the interior lacks is the surprise-and-delight family-friendly flexibility that you expect from an MPV. For instance, there's no sliding rear bench, clever storage system or a sense that any great thought has been put into the layout – it just feels like a slightly bigger A-Class.

Nevertheless, if all you really want is the smaller car's efficiency, quality, infotainment and driving experience but with a little more room to stretch out, the B-Class is still well worth a look.

JAMES DISDALE

MERCEDES-BENZ B200 AMG LINE PREMIUM

Adds more practicality to the tasty A-Class recipe but is a bit too muscular for its own good

★★★⯪☆

Price	£36,875
Engine	4 cyls in line, 1332cc, turbo, petrol, plus 48V ISG
Power	161bhp at 5500rpm
Torque	199lb ft at 2000-3500rpm
Gearbox	7-spd dual-clutch auto, FWD
Kerb weight	1410kg
0-62mph	8.2sec
Top speed	139mph
Economy	42.8-46.3mpg
CO_2, tax band	140g/km, 33%
RIVALS	BMW 2 Series Active Tourer, Volkswagen Touran

> The driving experience starts on the right foot by doing absolutely nothing to annoy you. It's bliss

TESTED 20.3.23, WORCESTERSHIRE **ON SALE** NOW

BENTLEY CONTINENTAL GTC S

Sportier version of V8 was our favourite old Continental. Now it has been reprised

The Mk3 Bentley Continental is diversifying as it gets older. Specialising, you might say. Having appeared in simpler W12 and V8 guises, it now comes in V8, Azure, S, Speed and Mulliner forms, each one a car of slightly different priorities. And before you get to all of that, of course, you still need to decide whether you want a GT coupé or a GTC convertible.

The S is the joker in the pack: a GT which has a 4.0-litre twin-turbo V8 that's sweeter-revving and more demonstrative of character than the long-serving (and retirement-bound) 6.0-litre W12 but which also has just the right cabin and systems specs to optimise its driver appeal.

Crewe presented the idea midway through the Mk2 GT's life (2014) and it proved a winner right off the bat, becoming our favourite Continental.

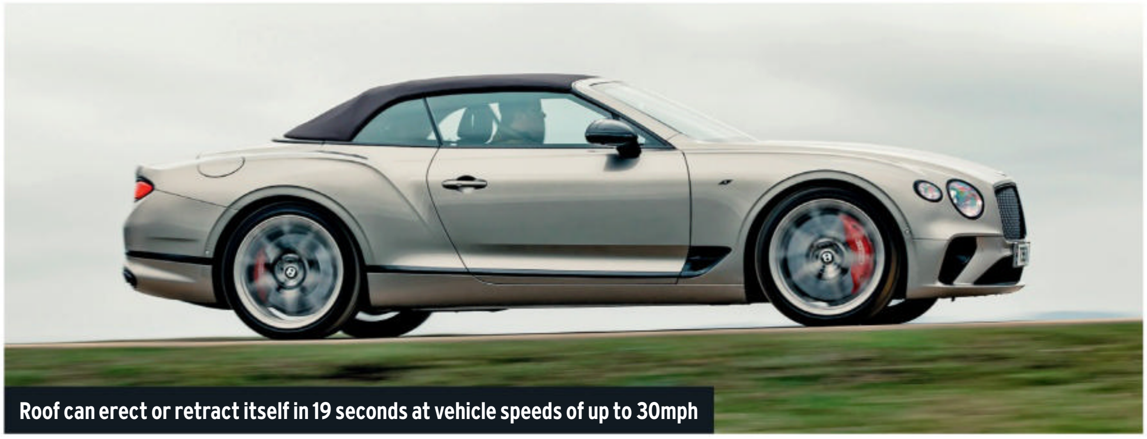
The funny thing is, mechanically at least, there isn't much that would separate a new S from a regular V8 with just the right options. It simply gains 48V active and automatically detaching anti-roll bars (dubbed Bentley Dynamic Ride) as standard, a choice of 21in or 22in alloy wheels, red brake calipers, and a specially tuned active sports exhaust for an added dose of audible charisma.

The adaptively damped air suspension and power steering systems are calibrated just as in the other V8 and the active torque-vectoring rear differential and four-wheel steering systems of the GT Speed have been left on the shelf.

So this is a GT that Bentley aims to give a marginal but noticeable return on driver appeal and not to undermine the case for ownership of any of the pricier GT derivatives.

Outwardly, it's black body trim in place of the usual chrome that identifies the S. The radiator grille, mirror caps, headlight surrounds, trim badges and window trims are all black, and you can have matt black wheels to match if you like (although I'm afraid I wouldn't).

Within, the S gets fluted sports seats, a special sporty display theme for its digital instrument pack (borrowed from the Speed)



Roof can erect or retract itself in 19 seconds at vehicle speeds of up to 30mph

TESTER'S NOTE
The Allen key hidden in the GTC's armrest trim is an unexpected find in a luxury car. It's for manually cranking the roof open and shut should the battery or the ignition fail. A sensible inclusion. **MS**

S offers an impressively wide scope of fabulous dynamic character

Craftsmanship of the interior is a joy to behold, and it couldn't be comfier

and a new mix of leather and Dinamica suede for its upholstery, which can be ordered in a number of colour combinations. S badges appear on the fascia and the sill plates and are embossed on the seat headrests.

The steering wheel rim is a particular tactile highlight, but it's only one part of an interior of so many layers of sensory allure, from the cool metallic touch of the chrome column stalks to the reassuringly weighty click of the heater controls. Bentley remains in a league of one when it comes to spellbinding material richness.

The GT could sit you lower at the wheel but hardly any more comfortably, and the way it surrounds you with every infotainment and display technology that you might want yet integrates every one so discreetly really is masterful.

The driving experience starts on the right foot simply by doing absolutely nothing to annoy you. It's bliss. You might not imagine that a high bar by which to measure any luxury car, but with speed limit reminder buzzers now being added to the list of active safety systems of so many new models (which need to be deactivated before you can just drive without fear of intrusion or distraction of some kind), it's an increasingly rare quality.

Mercifully, the lane keeping and autonomous emergency braking systems here are off until you turn them on and remain that way even when you cycle the ignition.

There may be no better measure of a truly dedicated luxury brand in 2023 than how well it filters out the low-level annoyances of more typical modern motoring.

And even with its sporty brief, the S is capable of filtering a lot more besides, even in convertible form.

The duality of this car really is striking. In Comfort driving mode, the engine is quiet, the transmission smooth and the air-suspended ride supple and absorptive, tripping up over only the sharpest of edges and very seldom letting vibration shudder through the open-top body structure.

Through the cloth roof, you can hear more of the world outside on a long-distance motorway cruise than you might through so much hide and aluminium, but the cabin sealing is impressive all the same.

Flick into Sport mode instead and the V8 engine's newfound rumble and bark is like a dinner-suited Endeavour Morse at choir recital. The gearbox, suspension and steering take on added keenness, bite and edge in addition – perhaps a shade too much in the suspension, actually, at least for some surfaces.

But if you mix and match your system settings in the Custom drive mode, taking 'noisy' for the pipes but 'comfy' for the springs, you can settle on a compromise that hits an endearingly sweet spot.

It makes the S a really lovely GT to travel in; a pacy, responsive and enjoyable car to drive at least fairly quickly; and a rich and delectable one to listen to while you're doing it.

That rivals still offer greater sporting dynamism and handling appeal is something even the S can ultimately do nothing about. But for their extra performative drama and tactile material flourish, produced without compromise to the GT's supreme luxury credentials, the S probably remains the peachiest Continental of them all.

MATT SAUNDERS
@thedarkstormy1

BENTLEY CONTINENTAL GTC S

Just the right combination of engine and equipment, with a light sporting flavour, makes S the Conti of choice

★★★★½

Price	£218,355
Engine	V8, 3996cc, twin-turbocharged, petrol
Power	543bhp at 6000rpm
Torque	568lb ft at 2000-4500rpm
Gearbox	8-spd automatic, 4WD
Kerb weight	2335kg
0-62mph	4.1sec
Top speed	198mph
Economy	22.6mpg
CO_2, tax band	284g/km, 37%
RIVALS	Aston Martin DB11 Volante, Ferrari Portofino M

TESTED 11.3.23, SHANGHAI, CHINA **ON SALE** LATE 2023 (EUROPE)

HIPHI Z

Europe-bound Chinese tech start-up's second EV is a Taycan-chasing 'digital GT'

Chinese tech start-up Human Horizons has created another head-turner to follow the X that it launched in 2020. Despite being from a hitherto unknown brand, called HiPhi, the X has routinely been the best-selling premium EV in China, beating rivals both foreign (Mercedes-Benz EQC) and domestic (Hongqi E-HS9).

Although based on the same platform, the HiPhi Z is a very different proposition: a sporty GT to challenge the Porsche Taycan.

Sporting sleek lines, the Z is a large car, at 5036mm long and 2018mm wide. Its most notable external features are its coach doors and tiny rear screen (the rear-view mirror shows you a live video feed).

To open the doors, you press buttons mounted on the B-pillar. While many interior elements are theatrical, equally they're usually functional. In the case of the 15.0in touchscreen, its ability to move around on command means you can angle it towards the driver or passenger as required. A lot of thought has also gone into the user interface: bars at the bottom of the screen and a customisable control centre enable you to do 85% of tasks in just one or two steps.

Compared with the plushness of the X, the materials are a little bit of a disappointment. Yes, there are swathes of leather and microfibre, but equally some hard plastic areas on the dashboard are crying out for a metal finish, and the rubber on the frameless doors looks flimsy.

Futuristic interior is rammed with tech; perhaps more surprising is how good the drive was

The Z rises on its air suspension when you set off, but it would be better to always keep this height to help with ingress into the back row.

Once you've fallen in, it's comfy enough in the four-seat version. There's separate air-con and you can adjust the seats' rake on a 6.0in touchscreen. Despite the steeply sloping rear roofline, head space in the four-seater is adequate; however, the five-seater's middle seat is only good for those shorter than 5ft 6in.

The boot is a rather meagre 316 litres, but the two rear seats can fold down electrically either side of the fixed centre console for extra space.

On the road, the Z really lives up to its GT billing. It feels incredibly sure-footed and has very precise and well-weighted steering of all four wheels. Aiding all this is the potent dual-motor set-up, while the ride is very comfortable too.

I was pleased to find that HiPhi is one of the first Chinese brands to adopt steering wheel-mounted paddles for adjusting the strength of the regenerative braking, as well as to go between the four drive modes.

The flavours of regen are Low, Gentle, Medium and Strong. They largely live up to their names, but even Strong isn't all that aggressive: typically for a Chinese EV, it brings the Z to a coast rather than a halt.

The Z never feels slow, but keen drivers will find extra satisfaction in Sport mode.

There's no dedicated instrument display, with information such as speed appearing in the top near corner of the infotainment screen, but there is a 7.9in head-up display. With this displaying speed and navigation prompts and other important things, you're unlikely to need to look at the screen much.

HiPhi will start selling cars in European markets by late 2023, at first the X and soon after the Z.

Despite some shortcomings, the Z is quite unlike anything else on the road. While its design may be too avant-garde for the tastes of some, it's absolutely a joy to drive.

MARK ANDREWS

HIPHI Z AWD

Electric sports GT not only packs a lot of equipment and tech but also drives in a really competent manner

★★★⯨☆

Price	¥630,000 (£74,820)
Engine	Two permanent magnet synchronous motors
Power	600bhp
Torque	605lb ft
Gearbox	1-spd reduction gear, 4WD
Kerb weight	2539kg
0-62mph	3.8sec
Top speed	124mph
Battery	120kWh
Range, economy	438 miles, 3.5mpkWh (CLTC)
CO_2, tax band	0g/km, 2%
RIVALS	Audi E-tron GT, Porsche Taycan, Tesla Model S

TESTER'S NOTE

Although HiPhi is a start-up brand, build quality shouldn't be a concern, because its cars are produced by a joint venture between Kia and multi-industry giant Yueda. **MA**

TESTER'S NOTE
There's a coasting function where the engine is decoupled to save fuel. Trouble is recoupling takes a moment and isn't perfectly smooth. I'm not convinced that's a good trade-off for mid-20s MPG. **IV**

TESTED 20.3.23, KENT **ON SALE** NOW

BMW 8 SERIES CONVERTIBLE

Munich has updated the styling and interior of its big, V8-powered, soft-top cruiser

When BMW replaced the 6 Series with the 8 Series in 2018, it aimed to raise the profile of its coupé, cabriolet and four-door coupé trio. But while it proved a strong sporting coupé, it has always felt more like a 5 Series derivative than its name suggests. Just over four years on, the 8 Series has had an update that doesn't look like it will markedly change that.

The interior was always the issue, being impeccable in its quality but too plain and businesslike next to that of the Lexus LC or Porsche 911. That's just as true today, although you might prefer it to the tech-fest that is the new Mercedes-AMG SL.

The lack of major change inside is also a blessing in disguise. The screen is up from 10.25in to 12.3in but, unlike in the updated 3 Series, keeps the old iDrive software, so it's still a paragon of user-friendliness, with logical menus and plenty of shortcut buttons. It still looks modern, too, and physical climate controls are present and correct.

Outside, the 8 Series gets an LED-lit grille that looks nowhere near as chintzy as it sounds, a selection of new wheel options (all 20in), M car-style twin-spar door mirrors on the M850i and four new paint colours.

The diesel 840d has been deleted, leaving the straight-six, rear-driven 840i; the four-wheel-drive V8 M850i xDrive; and the similarly specified but fire-breathing M8 Competition.

If the 8 Series' interior is a slice of archetypal BMW of the past decade or so, then the same is true for much of the way the M850i drives. The twin-turbocharged 4.4-litre V8 is a force of nature, providing effortless thrust accompanied by a gentle woofle when you're just cruising or lobbing you at the horizon while sounding like thunder when you set everything to Sport Plus and plant your right foot. It doesn't quite have the star quality of the LC's naturally aspirated party dinosaur, but then very few things do. ZF's trusty eight-speed automatic gearbox is its usual impeccable self, meanwhile.

BMW is adamant that this is a sports car. The reality is that a 2.1-tonne, 2.1-metre-wide convertible is never going to be truly engrossing on a B-road. In that light, the M850i is just what it needs to be: satisfying but secure and all but free from scuttle shake, even without a roof.

The steering lacks feedback, but the xDrive system feels rear-biased at all times. It will always tighten rather than widen its cornering line under power, although oversteer requires deliberate effort. The four-wheel steering conjures a sense of agility that belies the car's size and weight while also making it a lot wieldier when you're parking.

The M850i is less successful in the grand touring part of its mission, but the main culprit is most likely BMW's choice of tyres. Such large wheels leave room for just a sliver of rubber, and to make matters worse the Pirellis are run-flats. The result is a ride that's brittle and makes you constantly scan for potholes. Road roar is pretty pervasive, too.

The 8 Series has never provided a magic-carpet experience, and nor does it need to – but in M850i spec at least, the comfort is simply not good enough. That said, the adaptive dampers do provide fine vertical body control and, with the slightly awkward wind deflector manually put up, there's next to no turbulence when you drive with the roof down.

Overall, the 8 Series struggles to feel quite special enough, which is a problem for a £100,000-plus car. It handles well and the engine is great – but then it needs to be, since the 8 Series' biggest threat might just come from within. The far cheaper 4 Series is hardly any less roomy and not miles off for interior ambience either. It just doesn't come with a V8.

ILLYA VERPRAET

Sober interior with flawless fit and finish; handling and refinement are let down by ride

BMW M850i xDRIVE CONVERTIBLE

A BMW in the classic mould, which is generally a good thing but sadly also includes poor ride on standard tyres

★★★½☆

Price	£120,945
Engine	V8, 4395cc, twin-turbocharged, petrol
Power	523bhp at 5500-6000rpm
Torque	553lb ft at 1800-4600rpm
Gearbox	8-spd automatic, 4WD
Kerb weight	2125kg
0-62mph	4.1sec
Top speed	155mph
Economy	26.4mpg
CO_2, tax band	244g/km, 37%
RIVALS	Lexus LC 500 Convertible, Mercedes-AMG SL 55

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DS 7 E-TENSE 225

France's latest take on the executive SUV lands with a mid-ranking PHEV powertrain

The DS 7 – favoured wheels of the French president – has been updated for 2023, and the new car arrives in the UK with a range that starts at about £36,000 but tops out at more than £60,000.

The most interesting derivatives are found at those extremities. At the top sits the new E-Tense 4x4 360, whose 355bhp, four-wheel-drive, bi-motor plug-in hybrid powertrain is essentially the same one found in the Peugeot 508 PSE, a performance saloon we rate highly. Meanwhile, the entry-level BlueHDi 130 is a front-driven 1.5-litre diesel whose underwhelming 10.7sec 0-62mph time ought to be in part outweighed by fine cruising economy. Given you can still pick mid-ranking but convincingly plush Rivoli trim, it could be a bit of a motorway hero – lavish within, efficient and decently spacious, all for less than £40,000.

Our first taste, though, comes from the mid-ranking E-Tense 225, a PHEV that pairs a petrol engine with an electric motor for a combined 221bhp and 266lb ft, all of it going through the front wheels via an eight-speed automatic gearbox.

This powertrain isn't the most engaging, but then even BMW has failed to get much enjoyment from a low-capacity PHEV powertrain. It is effective, though. Ask for gentle roll-on acceleration and you really do get a clean, electric-enhanced response; ask for everything and, once the gearbox has got itself in order, performance is strong enough for easy overtakes.

Is this a plush SUV or a branch of Carpetright?

Ride quality needs improvement

With an additional motor on the rear axle, the E-Tense 300 is brisker still, albeit only marginally, while the E-Tense 360 ought to feel truly rapid by class standards.

Electric-only range has also increased on the PHEVs, thanks to a bigger battery. The E-Tense 225 gets up to 43 miles, and under light throttle loads in Hybrid mode it slips in and out of EV running with barely noticeable ease.

It might surprise you to learn that the 7 also handles tidily. Getting punted down British B-roads isn't very on-brand when DS's calling card reads 'Parisian savoir-faire', but crisp turn-in and the back axle's ability to neatly load up in unison with the front stands this near-1800kg SUV in good stead. It can be hustled, and the E-Tense 300 is less agile and fun than this front-driver.

On the other hand, that 4x4 does ride just a bit more sweetly – but no matter the derivative, the adaptive suspension (whose responses are informed by cameras in some) remains a conspicuous weak point. The long-wave gait is absorptive and reasonably well controlled, but you're not isolated well enough from poor surfaces, ruts and bumps.

Wind noise is pronounced, too, and the seats have inadequately supportive bolstering. These kinds of details are what make the 7 feel 10% shy of where it needs to be.

Less appealing still is the heavy use of Alcantara on Performance Line trim. The 7's slick cascading exterior LED lighting signature and over-ornamental detailing hardly scream 'flocked dash', yet here it is.

At least you have a choice. The soft leather of the non-sporty trims (Rivoli, Opera and La Première) is so much more at home here and transforms the ambience into something more appropriate for what DS is trying to be.

Good visibility and slick phone integration further enhance that sense of ease and comfort.

More broadly, the 7 seems set to stay a fringe player in a class that also includes the Audi Q3 and Volvo XC40. It has likeable qualities, some of them in unexpected places, but its approach to offering refinement and opulence still feels more superficial than fundamental.

RICHARD LANE
@_rlane_

DS 7 E-TENSE 225 PERFORMANCE LINE+

Inoffensive PHEV powertrain and well-sorted handling don't make up for the 7's continuing lack of a USP

★★★☆☆

Price	£48,835
Engine	4 cyls in line, 1598cc, turbo, petrol, plus electric motor
Power	221bhp at 6000rpm
Torque	266lb ft at 1900-3000rpm
Gearbox	8-spd automatic, FWD
Kerb weight	1760kg
0-62mph	8.9sec
Top speed	140mph
Battery	14.2/12.9kWh (total/usable)
Economy	177.9-250mpg
Electric range	35-43 miles
CO_2, tax band	26-36g/km, 8-12%
RIVALS	Audi Q3, Volvo XC60

TESTER'S NOTE
The 7 now has DS's Iris infotainment system. I like the touchscreen's crisp graphics and low latency, but what I like even more is that it's sensibly sized and doesn't dominate the cockpit. **RL**

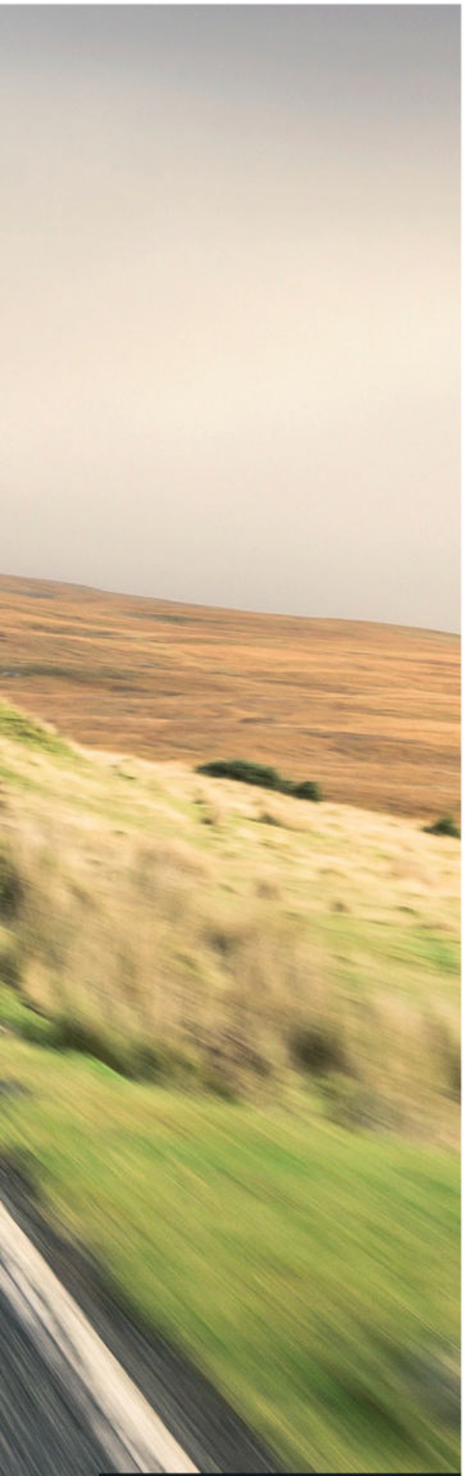
PHOTOGRAPHY MAX EDLESTON

BMW X7

Broader changes for BMW's flagship SUV are spearheaded by an M-lite, V8 special

MODEL TESTED **M60i XDRIVE**

Price £108,935 ● **Power** 523bhp ● **Torque** 553lb ft ● **0-60mph** 4.2sec ● **30-70mph in fourth** 5.2sec ● **Fuel economy** 20.7mpg ● **CO_2 emissions** 276g/km ● **70-0mph** 45.2m



We like

- Finely judged blend of everyday ride quality and uncanny B-road handling
- Wants nothing for performance – awesomely quick but not frighteningly so
- Good visibility, endless space and opulent materials make for a calming atmosphere

We don't like

- Doesn't cosset occupants with quite the other-worldly serenity of a Range Rover
- Lacks the tactile helm of Porsche's Cayenne and seems distant at times
- Not the overtly sporting SUV some will want, though others will love it for this

Nobody could dispute that BMW has got the bit firmly between its teeth concerning the business of fast, brash SUVs. How firmly is something that becomes apparent when you consider that the 523bhp, £109,000 X7 M60i tested here isn't even the fastest, brashest BMW SUV you can buy, or even the second-most – step forward the new M-bespoke 653bhp XM and the recently upgraded 628bhp X5 M.

But, of course, the X7 M60i's remit is not simply to be as fleet-footed and dynamically able as it's possible for BMW to achieve. It must also be endlessly practical and lavishly comfortable. There is an overlap with the 7 Series limousine here, which is an element neither of the hottest X7's uber-powerful stablemates need worry about. They need only be fast and brash.

So who are the chief rivals of this wide-ranging SUV? Given this is such an expensive and niche recipe, there are a surprising number. Most notable is the latest Range Rover, the current class benchmark for both off-road marauding and rolling refinement back on terra firma. However, as a BMW and an M-lite one at that, the seven-seat X7 M60i needs to fight convincingly well on broader fronts. In dynamic terms, owners will expect it to be an alternative to the Porsche Cayenne, only with the all-round usability of Audi's Q7 and the everyday opulence of the Mercedes GLS. In fact, there's an argument to be made that, in V8-engined flagship M60i guise, the X7 has the toughest job in the segment. So can it rise to the occasion, or will it prove as divisive to drive as to look upon?

DESIGN AND ENGINEERING

★★★★☆

BMW's move to a split-headlight design for the X7 marks out the facelifted model, though fundamentally the car remains unchanged. A full-size SUV with the option of seven seats, the X7 is the largest car BMW makes and comes with a choice of six- or eight-cylinder engines, all paired with an eight-speed automatic gearbox and variable four-wheel drive.

However, look beyond the headlights, the redesigned kidney grille and, if specified, the new 23in alloy wheels that are the biggest ever fitted to any BMW, and there are some meaningful changes. One of them is the adoption of 48V mild-hybrid technology, which is found on both the 375bhp xDrive40i 3.0-litre six-cylinder petrol and its 335bhp diesel counterpart, as well as the 523bhp 4.4-litre V8 tested here. On the six-cylinder petrol, the system can even provide all-electric driving at very low speeds, though in all cases it contributes to overall torque output. Note also that the X7 M60i marks a relatively low-key debut for M's new S68 engine, with its cross-bank exhaust manifold. It is likely to resurface in the next M5.

Range at a glance

ENGINES	POWER	PRICE
xDrive40d	335bhp	£86,260
xDrive40i	375bhp	£86,905
M60i xDrive	523bhp	£108,935

TRANSMISSIONS

8-spd automatic 🟥

A bespoke M derivative of the X7 is something BMW has never offered, meaning the V8-powered M60i that replaces the pre-facelift M50i is the flagship, above two straight-six options starting at around £85,000. Interestingly, BMW has dropped the 395bhp M50d, a quad-turbo version of the straight-six turbo diesel.

All models use the same eight-speed torque-converter automatic, which is an enhanced version of the existing Steptronic gearbox.

Most buyers will opt for one of the six-cylinder versions, and they will have a choice of entry-level Excellence trim or the popular M Sport trim, which adds various dark and sporty design touches, an M Aerodynamics package and 21in M alloy wheels. The equipment seen on the M60i builds on this considerably.

All models use the same electronically controlled multi-plate clutch, housed within the transfer case, to send drive fore and aft, though only fore when the car senses a loss of rear traction. The X7 is, for the most part, purely rear-driven, and the M60i benefits from an M Sport differential to maximise traction at the back axle and engender as much sporting-saloon dynamism as realistically possible. The car's speed-sensitive power steering has also been retuned and works hand in hand with the rear-wheel steering.

As for off-road ability, the X7 doesn't have the driveline versatility or underbody robustness of a Range Rover, though its self-levelling air suspension does allow ride height to be raised a meaningful amount. Equally, above 86mph the body drops automatically, reducing drag.

INTERIOR

★★★★⯪

Slide aboard an X7 and you will find it feels much more the super-sized, lifted-up 5 Series than an out-and-out, stand-alone luxury SUV. This comes with the territory because, unlike any Range Rover or ➔

SUV flagship first arrived in spring 2019

Our car's 22in wheels aren't even the largest you can option on the M60i, though they look big enough. The M Sport brake kit comes as standard but, with cast-iron discs and four-piston calipers, it's nothing remarkable.

You can instantly identify an updated X7 by its distinctive headlights, which have a split-level design also seen on the i7. Our testers consider the treatment more successful on the SUV, though it's hardly elegant. Note that the M60i's brightwork also has a 'shadow' finish.

Various aerodynamic appendages mark out the M60i but the most obvious signifier that you're dealing with the V8 model are the exhaust tips, which are a squared-off, quad-outlet affair. They are the visible bit of an M Sport exhaust.

The X7's monolithic silhouette, and in particular the upright D-pillars, is not a million miles away from that of the Range Rover, and both cars possess an unusual sort of heavyset elegance. The X7 remains a conquest model for BMW.

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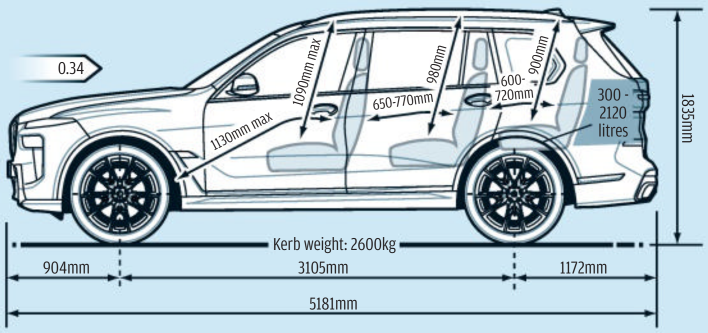
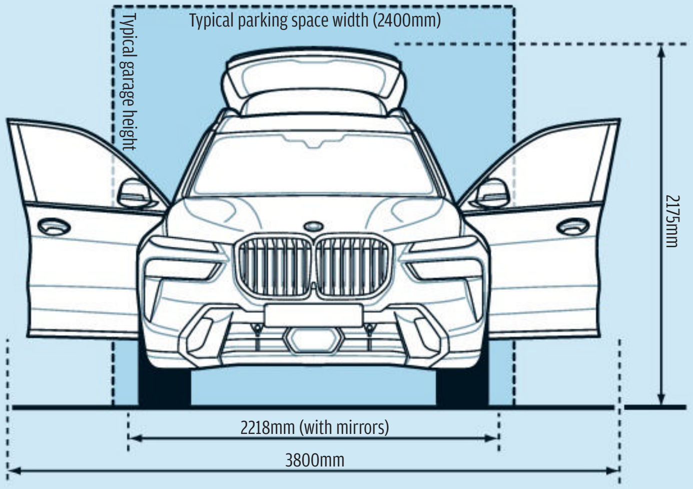
Weights and measures

DIMENSIONS

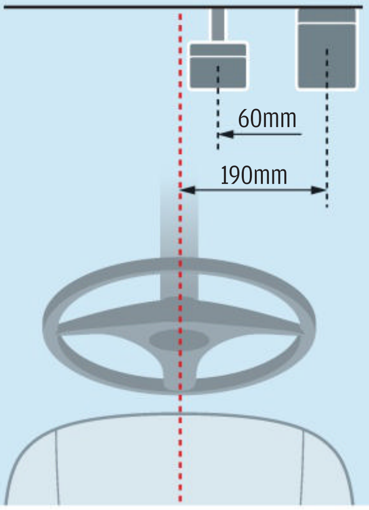


PARKING



WHEEL AND PEDAL ALIGNMENT

The driving position is as good as that of any car this size, and you can get the broad seats surprisingly low, though doing so somewhat defeats the point of the X7. There's fine adjustability in the steering column, too.



HEADLIGHTS

The X7's updated headlights feature the low- and high-beam elements in separate modules, and matrix LED functionality and a 'cornering' function are included as standard. They are excellent, and we found no obvious faults with them.

● Front seats have lots of adjustability and up front there's a sense of endless space. More lateral support would be useful, though, given what the V8 can do.

Typical leg room
650-770mm (2nd row),
600-720mm (3rd row)

● Second- and third-row seats are remarkably spacious, to the extent that even three adults sat beside each other won't feel cramped in the second row.

Width 900-1090mm
Length
440-1310-1550mm

● Split-folding tailgate is an old Range Rover trick and doubles up as a convenient seat. With the third-row seats (electrically) folded, the boot is truly capacious.

← Bentley Bentayga, the X7 derives from an established family of executive cars, so an element of homogeneity should be expected.

But actually, rather than this being disadvantageous, the link to BMW's mid-ranking saloon is not a bad thing. The current 5 Series has always struck an excellent balance of ergonomic thoughtfulness and material richness, and the X7 replicates the former and subtly heightens the latter, all to desirable effect. Soft leather and some interesting fascias play off against familiar physical controls honed to perfection by the simple fact they've been deployed by BMW hundreds of thousands of times. For an everyday kind of car, the X7 exists in a neat sweet spot of functional luxury, though we would understand if some M60i owners would prefer a bit more individuality for £109,000.

Less immediately lovable is iDrive 8, which integrates the central infotainment and instrument readouts into one vast, curved display. In fairness, this scale of the display looks quite at home in the X7, while in smaller BMWs such as the 4 Series it simply dominates the cabin, feeling inescapable. Yet even in something the X7's size it's a bit of an odd presence, and we miss the leather-clad cowling the driver would traditionally gaze over. Its absence diminishes the feeling that you're in the secure, cosseting cockpit of something fast and serious. Not even the M60i's subtle but effective interior lighting can remedy this.

In terms of capacity, the X7 remains vast. It will seat seven in comfort, though there's an optional six-seat layout, and every berth is electrically adjustable and heated. Note also that the tailgate has a split-folding design, with both sections electronically controlled.

PERFORMANCE

★★★★½

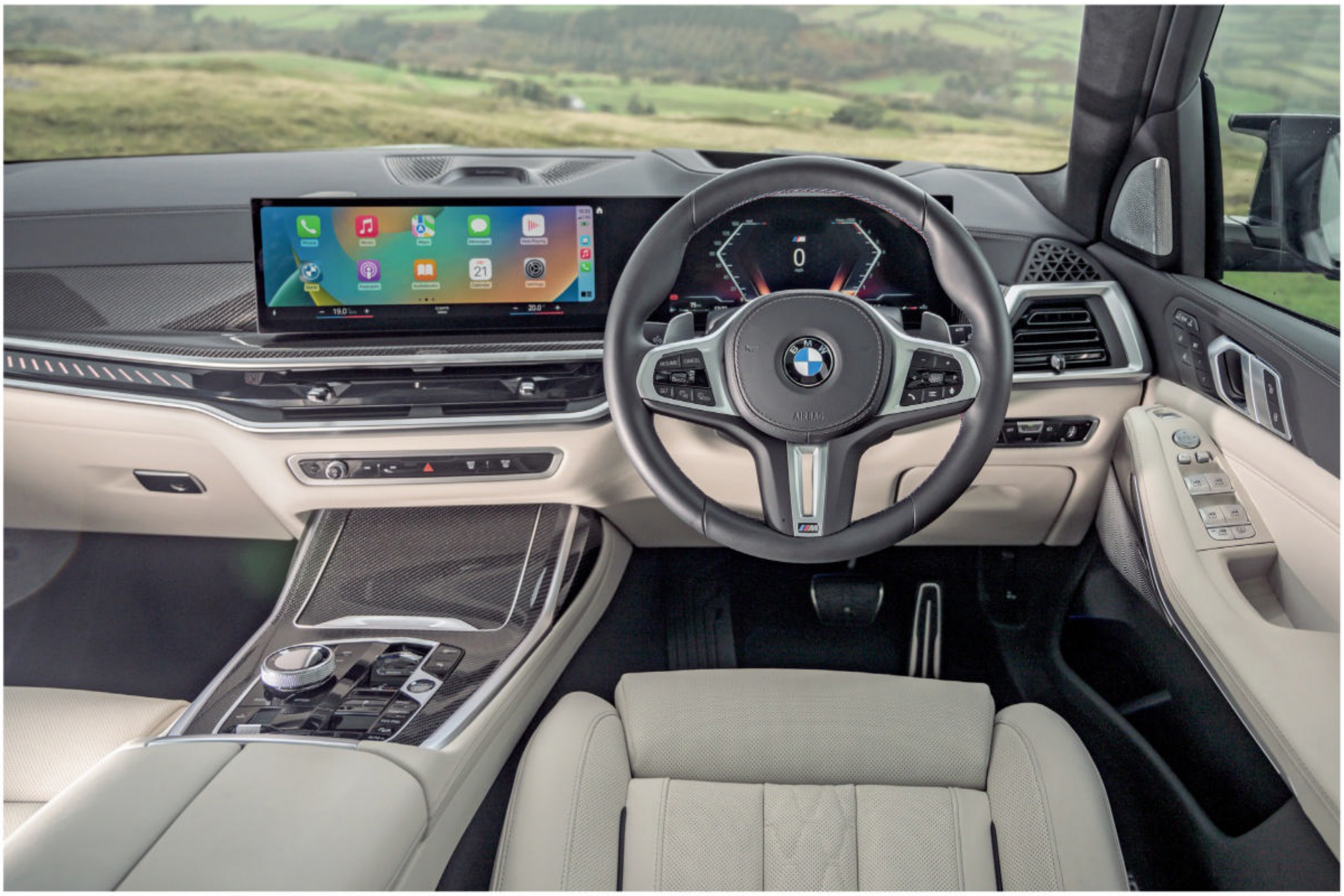
Inspect our telemetry figures and you could be forgiven for thinking the top-ranking X7 was an all-out M product rather than one that's merely laced with M-car cues. Laden with fuel and driver, and therefore weighing the best part of 2750kg, our test car launched to 60mph in 4.2sec, passing 100mph after 10.4sec. Those numbers are in the vicinity of what we extracted from an M5 only one generation ago and they underscore the X7 M60i's status as something of a Q car.

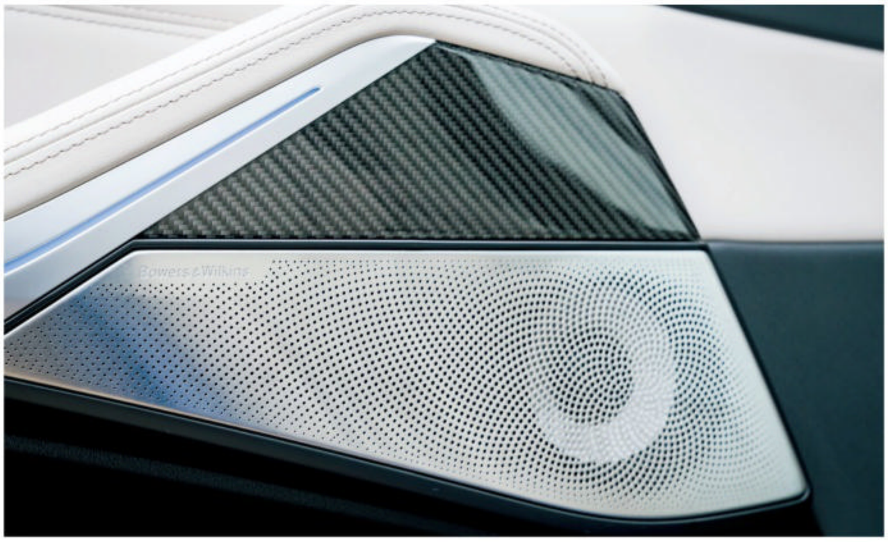
The M60i's in-gear performance proved no less severe. In kickdown mode, 30-70mph went by in just 3.7sec, though perhaps the 2.0sec taken to lunge from 30-50mph in third gear was more eye-opening still. An 80-100mph time of 3.9sec in fifth gear also shows that, even approaching triple figures, the car's M-derived twin-turbo V8 engine still has the guts to get on top of what must be considerable drag. Of course, these days we're accustomed to performance statistics that belie the sheer bulk of modern performance SUVs, and →

● BMW hasn't been as punchy with interior lighting as certain rivals but the M60i does feature an M graphic on the passenger-side dash. Our testers were split.

● You get a three-section panoramic roof as standard on the X7 and it's expansive enough to flood the interior with light. A 'Sky Lounge' sunroof is optional.

● Transmission tunnel control panel is as familiar and effective as ever. The disco ball rotary control is a bit 'bling' but in general perceived quality is very high.





Multimedia system ★★★★☆

BMW's iDrive 8 offers plenty of functionality and 'wow' factor but perhaps not quite the same level of intuitiveness as the generation it replaces. There are simply too many icons on the screen for you to either scroll past using the rotary control or press with your finger (which necessitates leaning forward a bit awkwardly). Some of the climate controls have also migrated onto the touchscreen, meaning adjustment now requires you to take your eyes off the road for longer.

The broad, curved display is, however, superbly sharp and versatile, accommodating Apple CarPlay and Android Auto as though the software was native. The 20-speaker Bowers & Wilkins Diamond Surround audio system fitted as standard to the M60i also stands out for its clarity and depth.

It's worth noting, too, that the optional Travel and Comfort System furnishes the second and third rows of seats with a generous number of USB-C ports, and tablets can be fitted to the backs of the front-seat headrests.

> “It absorbs the worst of British roads with almost casual disdain”

← in objective terms nothing the X7 M60i does is groundbreaking.

Perhaps what makes this BMW's speed feel so surprising is that outright performance is not its defining characteristic. The 4.4-litre motor hasn't been tuned for top-end fizz or aural fireworks and in truth you will find neither of those things here, despite the presence of an M60i-unique sports exhaust. What it does well includes pleasingly sharp throttle response, thanks in part to its new 48V mild-hybrid system, and full-to-bursting levels of easy-access torque. It's that combination of fine throttle response and effortless roll-on acceleration accompanied by a soft eight-cylinder burble that makes the X7 M60i such agreeable company. And the new gearbox, whose natural and unobtrusive calibration means you seldom need to tee up any particular gear yourself with the paddles. It's an exceptionally slick powertrain, and one that lurks in the background until you really ask something of it.

If anything is left to be desired, it is that old BMW Achilles heel: brakes. There's nothing conspicuously wrong with them, and they recorded a 45.2m stopping distance from 70mph – roughly equal to what the Porsche Cayenne Turbo GT managed. But they don't bite as reassuringly crisply as you would want them to in something so heavy, and there's a woolly consistency that makes them tricky to modulate when you're pressing on. It's hardly a deal-breaker, but a Cayenne does far better in this respect.

HANDLING AND STABILITY

★★★★☆

BMW has proved itself better than average at getting heavy cars to handle like lighter ones. The best in the business, perhaps. Anyone who has driven an M5 CS knows this because the super-saloon goes around corners with the kind of verve and togetherness that totally belies its mass. An M3 Competition does similar. These are large, relatively luxurious cars that still contrive to truly come alive on challenging, enjoyable roads.

We shouldn't pretend that the X7 M60i has been lavished with quite the same level of dynamic fine-tuning as those M cars, but it does feature some M know-how and you might therefore reasonably expect it to out-handle the new Range Rover, Audi's Q7 or the Mercedes GLS. You might even wonder if the class-benchmark Cayenne is safe.

So how good is this M-lite X7 to drive? The answer is 'very good' in the context of the physics involved. However, in terms of real satisfaction, the experience is still some way off what you get from a decent senior performance saloon. Most of the time the M60i's chassis is too preoccupied with keeping everything neat, tidy and safe to express itself naturally. The car's excellent (and deftly administered) resistance to pitch and roll can seem defining at times, and while such control can help fill the confidence void created by the lack of steering feedback, it puts distance between driver and machine. There's also an inescapable sensation that the big, high-mounted V8 initially wants to tug the nose wide, and while some level of on-throttle adjustability exists to counteract this, even that is tempered by the car's bulk and correspondingly conservative four-wheel drive and ESC tuning.

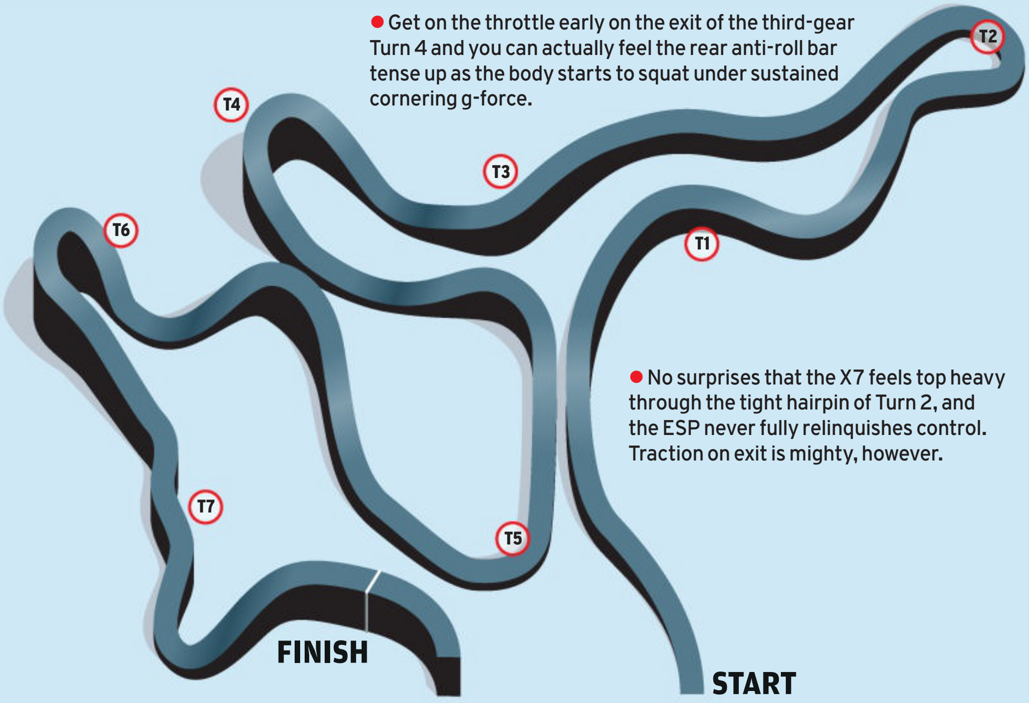
That said, an enjoyable mid-corner balance is most definitely of the thoroughbred, longitudinally engined variety. Yet you are never minded to take this car by the scruff

● It offers Range Rover cabin space and musters levels of refinement genuinely close to what that car achieves, plus all the character and performance of a wholesome V8.

Track notes

You might wonder why we elected to put the X7 M60i around the Tarmac-track Hill Route at Millbrook Proving Ground rather than through an off-road course, but the decision was made for us by the choice of rubber the car is supplied on: Pirelli P Zero. This is the giveaway that the M60i is, resolutely, a road-leaning performance SUV, where something like a Range Rover is certainly more balanced in its outlook.

The M60i duly impressed on the Hill Route, its 523bhp firing it up steep climbs without hesitation and its combination of air springs, dampers and active anti-roll bars contriving to keep the tall body remarkably flat during hard cornering, so long as Sport+ mode was selected. A little more throttle adjustability would have elevated the driving experience, yet as it is the M60i is dynamically very capable, if evidently lacking the flair of the smaller X5.



● Get on the throttle early on the exit of the third-gear Turn 4 and you can actually feel the rear anti-roll bar tense up as the body starts to squat under sustained cornering g-force.

● No surprises that the X7 feels top heavy through the tight hairpin of Turn 2, and the ESP never fully relinquishes control. Traction on exit is mighty, however.

– or even allowed to get much closer than arm's length. This sounds an overly optimistic scenario until you realise that with the Cayenne, and its high-fidelity controls, you can do just that. Same for an X5 M, and even the V8 Bentley Bentayga.

COMFORT AND ISOLATION

★★★★☆

Any BMW with a '7' on its bootlid should offer decadent levels of rolling refinement, and the X7 doesn't disappoint. Even stuffed with 4.4 litres of V8 and riding on 22in wheels and tyres with comparatively little in the way of sidewall, the M60i is generously endowed in terms of isolation, ride comfort and all-round serenity. It absorbs the worst of British roads with almost casual disdain and, even on truly choppy B-roads, there's so little in the way of head toss it can be just a little confounding. How on earth does this skyscraper of a vehicle seem to send its centre of gravity to the deck when you're in the mood and then relax its muscle fibres to such lavish effect when you want to get from here to there effortlessly?

Some judicious tuning of the air-sprung struts is one answer, but those active anti-roll bars are another part of the equation. More than anything, it's the small but decisive latter element that seems to have unlocked the X7 M60i's cake-and-eat-it blend of ride and handling. Primary ride is at all times excellent, with only the occasional inability of the chassis to fully subdue potholes or corrugated surfaces being the only blot on its copy. Unsprung mass is to blame – we would estimate the car's enormous wheel-and-tyre package to come in at about 32kg per corner. A Range Rover does better here.

Alas, neither is the BMW quite as ecclesiastically subdued on the move as the Range Rover (road tested in unsporting, straight-six turbo diesel form). Where at 70mph the Range Rover registered 61dBA on our microphone, the X7 M60i recorded 65dBA, with a similar discrepancy seen across a range of speeds. However, this is not to mark the BMW down. Given its performance and dynamism, it puts in a strong showing, with the Range Rover being simply exceptional.

BUYING AND OWNING

★★★★☆

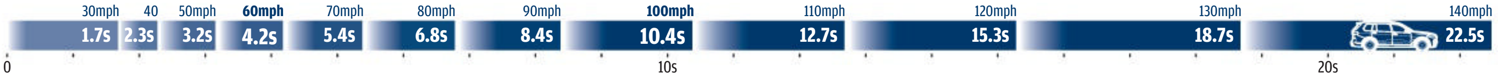
Interestingly for a brand whose efforts are typically mirrored by at least one other premium offering (usually also German), BMW seems to have dropped the flagship X7 into some clear air. Mercedes has the GLS, but unless you want an AMG version that costs more than £123,000 and is full of V8 character almost to a fault, you're limited to the 400d, with its straight-six diesel. The excellent Porsche Cayenne Turbo costs roughly the same as the X7 M60i but can't seat seven and its personality is more defiantly at the sporting end of the spectrum. And though it is possible to have the new Range Rover with a V8 (BMW-sourced, note), you will need to pay at least £135,000 for the privilege. It leaves the Audi SQ7 as the only direct X7 M60i rival, and while that car costs usefully less than the BMW even in fully loaded Vorsprung specification, it simply isn't as opulent within or as good to drive.

Our test average of 20.7mpg translates to an all-out range of only 378 miles, even with 83-litre tank. At least residual values are reasonably strong – not quite at Range Rover strength, but good enough to shadow the Cayenne. ➔

ACCELERATION

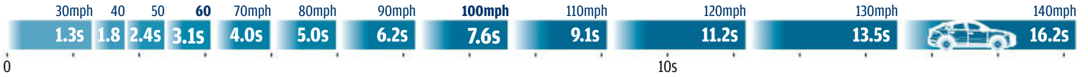
BMW X7 M60i (10deg C, dry)

Standing quarter mile 12.8sec at 110.4mph, standing km 23.3sec at 141.1mph, 30-70mph 3.7sec, 30-70mph in fourth 5.2sec



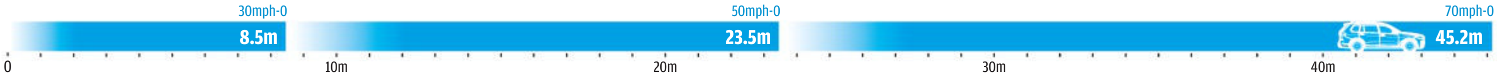
Porsche Cayenne Turbo GT (2022, 18deg C, dry)

Standing quarter mile 11.4sec at 121.7mph, standing km 21.2sec at 150.8mph, 30-70mph 2.7sec, 30-70mph in fourth 5.2sec

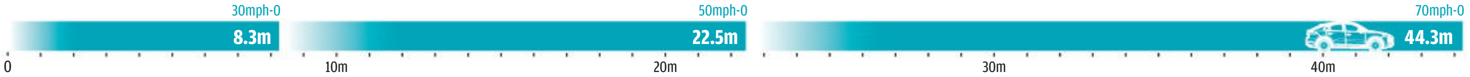


BRAKING 60-0mph: 2.89sec

BMW X7 M60i (10deg C, dry)



Porsche Cayenne Turbo GT (2022, 18deg C, dry)



Data log

BMW X7 M60i XDRIVE

On-the-road price	£108,935
Price as tested	£120,170
Value after 3yrs/36k miles	£56,656
Contract hire pcm	na
Cost per mile	£1.47
Insurance	50/£1195

TYPICAL PCP QUOTE

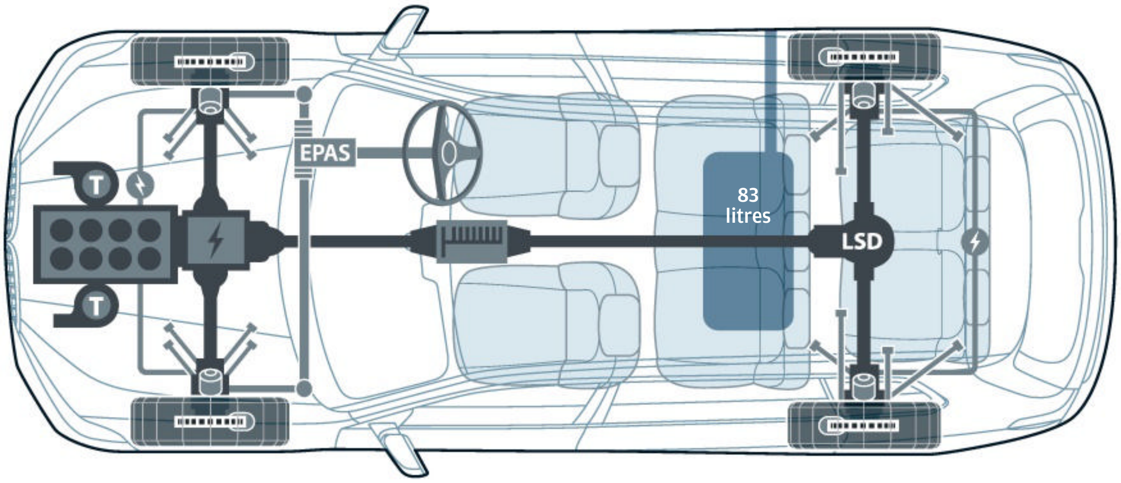
3 years/30k miles, £11,000 deposit £1840

With roughly an £11,000 deposit and accounting for £10,000 or so of optional extras, BMW's Select finance offer would mean 36 monthly payments of £1840, with an optional final payment of £54,990. APR is 4.9%, while excess mileage is charged at 31.6p per mile.

EQUIPMENT CHECKLIST

Acoustic glazing	🟥
M Sport differential and brakes	🟥
Iconic Glow Kidney Grille	🟥
High-gloss Shadowline exterior trim	🟥
Integral Active Steering	🟥
Comfort Plus Pack (Ambient Air, five-zone automatic air-con, front massage seats, front and rear heated seats, heated and cooled cupholder, ventilated front seats)	**£3940**
Technology Plus Pack (Bowers & Wilkins Diamond Surround audio, Driving Assistant Professional)	**£5250**
M Carbon side mirror caps	**£990**
Carbonfibre interior trim	**£1055**
Marina Blue Metallic paint	**nco**
22in double-spoke style 913 M light alloy wheels	**nco**
23in V-spoke 914 alloy wheels	£1100
Sky Lounge Pack	£890
Towbar	£1320

Options in **bold** fitted to test car
🟥 = Standard na = not available
nco = no-cost option



TECHNICAL LAYOUT

The X7 is built on a version of the same modular CLAR platform BMW uses for all its longitudinally engined models. The twin-turbo V8 primarily feeds the rear differential, with a clutch-based transfer box able to divert drive to the front axle as required. However, in normal conditions the M60i defaults to operating solely as a rear-driven car, and lacks the ability to manually lock any of its differentials.

ENGINE

Installation	Front, longitudinal, four-wheel drive, plus 48V ISG
Type	V8, 4395cc, twin-turbocharged, petrol
Made of	Aluminium block and head
Bore/stroke	88.3mm/89.0mm
Compression ratio	10.5:1
Valve gear	4 per cyl
Power	523bhp at 5500-6000rpm
Torque	553lb ft at 1800-4600rpm
Redline	6500rpm
Power to weight	201bhp per tonne
Torque to weight	213lb ft per tonne
Specific output	119bhp per litre

ECONOMY

TEST MPG	**Track**	8.5mpg
	Touring	28.9mpg
	Average	20.7mpg
CLAIMED	**Low**	15.4mpg
	Medium	23.9mpg
	High	27.2mpg
	Extra high	23.9mpg
	Combined	23.2mpg
	Tank size	83 litres
	Test range	378 miles

EMISSIONS & TAX

CO_2 emissions	276g/km
Tax at 20/40% pcm	£672/£1344

CHASSIS & BODY

Construction	Aluminium and steel monocoque
Weight/as tested	2600kg/na
Drag coefficient	0.34
Wheels	9.5Jx22in (f), 10.5Jx22in (r)
Tyres	275/40 R22 113Y XL (f), 315/35 ZR22 113Y XL (r), Pirelli P Zero
Spare	None (run-flats)

TRANSMISSION

Type 8-spd automatic
Ratios/mph per 1000rpm
1st 5.50/4.9 **2nd** 3.52/7.7 **3rd** 2.20/12.3
4th 1.72/15.7 **5th** 1.30/20.7 **6th** 1.00/27.0
7th 0.83/32.4 **8th** 0.64/42.1
Final drive ratio 3.39:1

SUSPENSION

Front Double wishbones, air springs, active anti-roll bar
Rear Multi-link, air springs, active anti-roll bar

BRAKES

Front 395mm ventilated cast-iron discs
Rear 345mm ventilated cast-iron discs
Anti-lock Standard, with EBD, brake assist
Handbrake type Electronic, via switch
Handbrake location Transmission tunnel

STEERING

Type Electromechanical, rack and pinion
Turns lock to lock 2.3
Turning circle 12.4

SAFETY

ABS, EBD, ACS, DTC, HDC, TPMS, VTD, ESC
Euro NCAP crash rating Not tested

CABIN NOISE

Idle 38dBA **Max rpm in 4th gear** 84dBA
30mph 56dBA **50mph** 61dBA **70mph** 65dBA

ACCELERATION

MPH	TIME (sec)
0-30	1.7
0-40	2.3
0-50	3.2
0-60	4.2
0-70	5.4
0-80	6.8
0-90	8.4
0-100	10.4
0-110	12.7
0-120	15.3
0-130	18.7
0-140	22.5
0-150	-
0-160	-

ACCELERATION IN GEAR

mph	2nd	3rd	4th	5th	6th	7th	8th
20-40	1.4	2.1	2.9	-	-	-	-
30-50	-	2.0	2.6	3.6	5.5	-	-
40-60	-	2.1	2.6	3.4	4.7	6.7	-
50-70	-	2.2	2.6	3.5	4.6	5.8	11.0
60-80	-	-	2.8	3.6	4.7	5.9	9.3
70-90	-	-	3.0	3.6	4.9	6.3	8.9
80-100	-	-	-	3.9	5.1	6.7	9.7
90-110	-	-	-	4.3	5.5	7.1	-
100-120	-	-	-	4.9	6.0	7.7	-
110-130	-	-	-	6.2	6.6	-	-
120-140	-	-	-	-	-	-	-
130-150	-	-	-	-	-	-	-
140-160	-	-	-	-	-	-	-
150-170	-	-	-	-	-	-	-

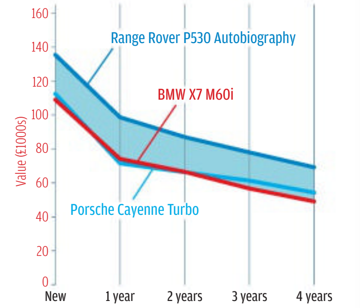
MAX SPEEDS IN GEAR

1	**32mph** 6500rpm
2	**50mph** 6500rpm
3	**80mph** 6500rpm
4	**102mph** 6500rpm
5	**135mph** 6500rpm
6	**155mph** 5790rpm
7	**155mph** 4790rpm
8	**155mph*** 3680rpm

* claimed

RPM in 8th at 70/80mph = 1662/1889

RESIDUALS



● Top-spec X7 can't match the more expensive V8 Range Rover but compares well with the Cayenne Turbo.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2023, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the X7, contact BMW UK Customer Services, Summit One, Summit Avenue, Farnborough, Hampshire, GU14 0FB (0370 505 0160, bmw.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5617

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VERDICT

★★★★☆

Uncompromising-looking X7 is seriously fast but laudably refined

Applying M genetics to something the size of an X7 is an act that will seem questionable to many Autocar readers but, as plenty of manufacturers have proved, it makes a lot sense in today's marketplace. Note also that, in this case, it is executed unusually well at a hands-on level. The X7 M60i strikes an impressive balance of attributes in that it is not overwrought in sporting terms for a car whose chief remit is to provide opulent family transport, and yet its athletic credentials are evidently more than skin deep. This BMW doesn't reward like a Cayenne but there is satisfaction to be had from behind the wheel and probably to a greater degree than in any other full-size SUV able to muster so much in the way of rolling refinement. Factor in genuine seven-seat ability and a level of material lavishness that wouldn't be alien to Range Rover owners and you have a pretty compelling all-rounder.

Those who need true off-road capability and the ultimate in isolation should stick to the British car, and anybody chasing excitement should look no further than the Porsche. But if you want elements of both, the fairly priced X7 M60i is well worth your attention.

Testers' notes

RICHARD LANE
It's reasonable to expect the M60i to pack more power and torque than the pre-facelift M50i it replaces. One of those numbers is bigger than the other, after all. But no, the two cars make the same figures. M60i owners can at least content themselves with knowing they have a proper M unit.

MATT SAUNDERS
It's easy enough to mock something like the X7 M60i, what with it being so generally excessive. But it would be a fine all-season, all-task companion. I know I could grow to love its laid-back personality.

Spec advice

We would be tempted to avoid the 23in wheels in favour of a smaller set. Note also that a towbar will cost you £1320. The Comfort Plus Pack – massage seats, five-zone air conditioning – is also worth considering.

Jobs for the facelift

- Engineer more weight variation into the steering.
- Continue to refine the car's secondary ride.
- Some PHEV capability, as per the fine X5 45e, would only enhance ownership. An electric range of 70 miles would be useful.

ROAD TEST RIVALS

Verdicts on every new car, p72

	1	2	3	4	5
	RANGE ROVER P530	**BMW X7 M60i XDRIVE**	**PORSCHE CAYENNE TURBO**	**AUDI SQ7 VORSPRUNG**	**MERCEDES-AMG GLS 63 4MATIC+**
	BMW-engined Rangie makes up for lack of outright dynamism with fluid handling and superb comfort and isolation. Space abounds and it's great off road.	Doesn't exhibit the sheer intent of the Porsche or the opulence of the Range Rover but gets close to both and generally offers minimal compromise.	Class leader when it comes to handling and more than capable over long distances. Not as cosseting as the cars ahead of it and lacks a third-row option.	A fine all-round package and keenly priced in this company. Cabin materials aren't all that lavish and it is conspicuously less engaging to drive than the BMW.	Temptingly priced given it's a full-bore AMG effort. Doesn't ride as well as it should, and that overt character might wear over time.
	★★★★½	★★★★☆	★★★★☆	★★★★☆	★★★½☆
Price	£135,400	£108,935	£112,400	£98,475	£123,700
Power, torque	523bhp, 553lb ft	523bhp, 553lb ft	550bhp, 568lb ft	507bhp, 568lb ft	611bhp, 627lb ft
0-62mph, top speed	4.6sec, 155mph	4.7sec, 155mph	4.1sec, 178mph	4.1sec, 155mph	4.2sec, 155mph
CO_2, economy	264g/km, 24.3mpg	276g/km, 23.2mpg	309g/km, 20.9mpg	282g/km, 22.8mpg	273g/km, 22.1mpg

AUTOCAR

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FORD
EO72 GKC

MUDDY S

Ford's new V6-propelled, motorsport-damped Ranger Raptor hurls a big glob of excitement into muddy-shire off-roading. **Matt Prior** wonders if it will leave the Jeep Wrangler floundering

PHOTOGRAPHY MAX EDLESTON

RUBICON
RX71 GCU

NORTERS

They're equally capable when cresting hills

Ranger Raptor isn't the only ford that the Wrangler can take on

HOW THEY MEASURE UP

JEEP WRANGLER	VS	FORD RANGER
43.9deg	APPROACH	32.0deg
22.5deg	BREAKOVER	24.0deg
37.0deg	DEPARTURE	24.0deg
274mm	GROUND CLEARANCE	272mm
760mm	WADING LIMIT	850mm

"Yeah, I'm pretty sure I put the handbrake on"

If you want to know how wet it's been, ask a farmer – or, failing that, the owner of an off-roading centre. I feel like I've been cold and damp to the core since October, but no, I'm told it has been so dry that extreme 4x4 drivers – mud-pluggers to the end – have found the quarry that we've come to already insufficiently challenging, even though it's only the start of March. As they're not wading up to their eyeballs, they now won't be happy until it's warm enough to go rock-crawling by day and barbecuing by night.

But I don't know. Two hours later, when I fish a front numberplate out of a water trough that has two feet of gloop the same consistency as a decent leek and potato soup, it still feels convincingly wet to me.

We've been having a go at getting these two cars stuck, see. They're two of the most capable off-roaders on the market at the moment, even if mud isn't necessarily at the forefront of their minds.

The new car, and the reason we're here, is the Ford Ranger Raptor. It has already impressed us in Spain, across a vast dry ranch where there was so much space that I could compete with colleagues to see who would get the most air underneath the wheels. I've since had a go in the UK, too, and got on pretty well with it – but I think wide, open territories are where it shows its abilities most convincingly. And you feel less of a berk than you do on the M25.

There's a Baja option among its driving modes for good reason. The Baja California Desert, on a Pacific-side Mexican peninsular, is home to rallies that bear the Baja's name, the most famous being the 1000 (actually around 800 miles), into which Ford entered a stock Ranger Raptor last year (see box, right).

But the initial development team had even bigger expanses in mind, because it was engineered by Ford of Australia, a country where one might have a farm the size of Oxfordshire and, if it turns out that there's a hole in a rabbit fence on

Wrangler sadly has no V8 in the UK, only a petrol four

Raptor, though, now offers this twin-turbo petrol V6

BAJA BLAST

To prove the worth of the new Ranger Raptor, Ford entered a standard one into the stock mid-class category in last November's Baja 1000 rally.

Some modifications were required to make it eligible for the gruelling off-road event. A snorkel, a roll-cage, a fire extinguisher and racing harnesses were added, of course, plus Plexiglass rear windows, a 160-litre fuel tank mounted in the load bed and additional lighting, because the rally takes place through the night.

It completed the course in 26 hours and 21 minutes, winning its class – although it was the only entrant. Overall, it came 83rd.

Still, Ford reported that it needed nothing but routine maintenance – and after the gruelling event, it was deemed to be in decent enough nick that the team drove it on public roads back to its base in Riverside, California.

Driving position is absolutely upright, unlike in most cars

Visibility isn't as good in the Ford, but its cameras help

the other side of the property and one needs to go back to the barn to collect a pair of pliers, a V6 pick-up truck is the most timely solution.

The key to its performance lies in its dampers. Made by Fox, they were initially conceived to let Polaris race buggies go rallying. They're exceptionally quick-acting, so they can one second be ultra-absorbent over high-frequency inputs and rippled surfaces and then, when they detect they're maxed out and that you must be airborne, they can stiffen up in a moment for the inevitable landing, before ticking back into fast-input mode. The speed at which they go between these states and all kinds in between is remarkable.

The previous Ranger Raptor's suspension was similarly Aussie-built, but it would take you a while to get from field to the workshop, because the only engine option (in the UK, at least) was a 2.2-litre four-cylinder turbodiesel.

Rather more gratifyingly, this time it's a twin-turbocharged 3.0-litre petrol V6, which, even though it has been sanitised from 400bhp in Australia to 288bhp here so that it meets our emissions rules, is much more like it. Particularly as it makes 362lb ft of torque from an accessible 2300rpm. And while a 0-62mph dash of 7.9sec would give a rabbit plenty of time to steal some veg and mooch back through the hole through which it came, I'm not sure I would want my 2454kg of pick-up truck to go much faster.

At nearly £60,000, the Ranger Raptor doesn't have many direct rivals, but when it comes to off-the-shelf 4x4 ability, there's still nothing like Jeep's Wrangler, which happily also starts at £60,000 these days. Goodness, when did that happen?

It doesn't do the same thing as the Ford, but it does do amazingly good things, particularly at lower speeds, and Jeep has looked after this model fantastically well over the decades. It's every inch as well-defined and honed a product as, say, the Porsche 911, deftly evolved with great continuity and so successful →

Staff Sergeant Prior: "I had a few screws loose"

that in a good year, Jeep will sell a quarter of a million of them.

It's possible to argue – and in a former job, I once did – that it's the single greatest vehicle model line of all time. Yes, the Ford Model T was the first that could be built in huge numbers and the Mini's transverse engine layout was jolly innovative, but they weren't driven off the back of a glider on D-Day, were they?

And so to our quarry for the day. The sky is grey. The floor is brown. And I will level with you quickly: we don't get either of these cars genuinely stuck fast. For one, I've always thought it bad form to hand a car back with water in places where petrol should be or with axles torn from their chassis by hooking them over rocks at 50mph. But for two, they're just too darned capable.

Still, there are big differences in how they do things. Nosing through the Wrangler's specification sheet is a joyful if complicated experience. Which 4x4 hardware you get depends on which version you specify, and it changes considerably the Wrangler's off-road credentials (although all versions are capable).

Ours is a Rubicon, which sits top of tree in the UK. The engine is a 2.0-litre four-cylinder turbo petrol making 268bhp, driving through an eight-speed automatic gearbox, with 2WD high, 4WD high and 4WD low ratios. There are solid axles front and rear, coil springs and Tru-Lok electronic locking differentials front and back.

You can disconnect the anti-roll bars if you want to make the most of the articulation over rough ground, and the relevant body and wheel angles for broaching obstacles are 43.9deg approach, 22.5deg breakover and 37deg departure. It has 274mm of ground clearance and a 760mm wade limit, and all these change if you add some options.

In the US, Jeep's people say that Wranglers "stay stock for five minutes", but this one still is, and it's running on 255/75 R17 BFGoodrich Mud Terrain tyres.

The Ford is more straightforward. There is a diesel option, but given it doesn't get the fancy dampers and it's hardly cheaper, I'm not sure why you would bother. The V6 has a 10-speed auto, 2WD high, 4WD high and 4WD low, plus locking front and rear differentials. The rear axle is solid but the front suspension is via wishbones. You can't slacken the anti-roll bars, but the dampers will

Jeep
RX71 GCU

WATCH THE VIDEO
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CAPACITY
Both models can tow a 2500kg braked trailer. The Raptor has a reduced load bay capacity over standard Rangers, at 625kg, so it doesn't qualify as a low-tax LCV.

Ford gets 285/70 R17 BFGoodrich all-terrain rubber

Skinnier but taller-walled 255/75 R17 tyres for Jeep

> “Over the right kinds of rock, it will go a bit farther than the Raptor – or certainly with a bit more ease”

V6-powered Raptor is more optimised for high-speed hoonery

at least loosen right off, depending on what you're doing. And it has very similar BFGoodrich rubber.

The Ford is bigger than the Jeep in the first instance because it's a pick-up, and it has worse approach (32deg) and departure (24deg) angles, but its ground clearance of 272mm is nearly as good and its breakover angle is slightly better, at 24deg. But you can get a short 2dr Jeep if that matters or even spec factory upgrades to improve your 4dr. The Ford's wade depth is a terrific 850mm, but again, Jeep can do you a snorkel.

These clearances matter. You can tell a lot about where a car will or won't go off road on the basis of them. So the Jeep noses into banks less often on approach and drags its tail much less frequently, but you get a wince-inducing graunch while cresting a brow at pretty much the same time in both. The Jeep turns more tightly and seems to articulate its axles more, which is no great surprise.

Ultimately, over the right kinds of rock, it will go a bit farther than the Raptor – or certainly with a bit more ease. This stuff is what it is built to do, plus it's great fun to do it in, being more engaging, more compact (4.79 metres long and 1.87 metres wide), much lighter (1903kg) and easier to see the edges of. You can even take off the roof, doors and windscreen without too much effort.

It's a fun lifestyle wagon, and if I lived in the States, I might well daily-drive one.

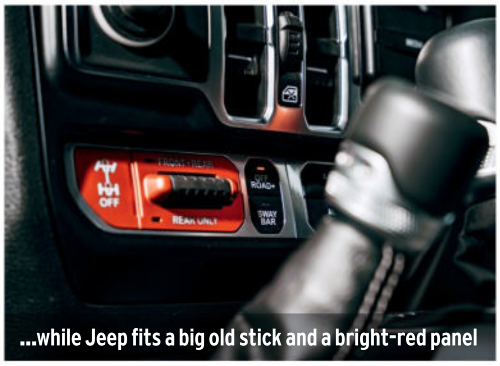
But the Raptor copes just fine here too, girth aside (it's 5.4 metres long and 2.0 metres wide). And on one track around the edges of this quarry, it's just about possible to pitch it into its preferred sphere. The track is bumpy but straight and third-gear quick. So we're selecting Baja mode on the dampers and giving it full beans.

From the outside, watching its body stay relatively flat while its big, heavy wheels ripple up and down is seriously impressive. From the inside, you know you're being pitched around, yet it's easy to maintain both a relaxed conversation and grip on the steering wheel.

Try the same in the Wrangler and you will find both endeavours more strained. Going slower, there's more head-tossing pitch to the body, the steering bucks more and the wind is knocked from your lungs mid-sentence.

This isn't what it's for. And it would be unfair to take a pop at it because of that. Ford makes the Bronco to rival the Wrangler. The Raptor is a different sort of 4x4. They might both be top of your shortlist, depending on where you live. In the UK, I feel I could more easily get in the Jeep's zone and enjoy it more often. But you might well not.

Ford prefers its off-roading controls understated…



…while Jeep fits a big old stick and a bright-red panel

	Ford Ranger Raptor 3.0 Ecoboost	**Jeep Wrangler 2.0 GME Rubicon 4dr**
Rating	★★★★☆	★★★★☆
Price	£58,900	£62,280
Engine	V6, 2956cc, twin-turbocharged, petrol	4 cyls, 1995cc, turbocharged, petrol
Power	288bhp at 5500rpm	268bhp at 5250rpm
Torque	362lb ft at 2300rpm	295lb ft at 3000rpm
Gearbox	10-spd automatic, 4WD	8-spd automatic, 4WD
Kerb weight	2454kg	1903kg
0-62mph	7.9sec	7.1sec
Top speed	111mph	112mph
Economy	20.4mpg	23.7mpg
CO$_2$, tax band	315g/km, 37%	269g/km, 37%

THE EIGHT AGES OF MAN

Young or old, there's a used car for you, Bangernomics Bard **James Ruppert** writes

This might come as a shock, and we should probably whisper this, but there are only so many cars that you can actually own and drive in a lifetime. The harsh reality is you won't be able to afford or insure that supercar until you're at the other end of your life, ironically when something with easy ingress and egress is probably more appropriate. So for each of life's stages there's a used car to fit the bill, here divided into sensible, fun and wildcard choices.

YOUNG AND FREE

VOLKSWAGEN GOLF

2016 1.6 TDI Bluemotion Tech Match, 60,000 miles, £11,000

The no-brainer used buy, especially in Mk7 format. Easy to drive, dependable and with super-frugal petrol and diesel engines. Suspension bushes will go eventually. Always premium priced but absolutely worth it for a full-history, low-owner-count example.

HONDA CIVIC TYPE R

2008 2.0 i-VTEC, 92,000 miles, £5200

Legendary hot hatch rewards you in many ways, including impressive levels of reliability in daily commuting and shopping scenarios. Avoid a modified one and don't worry about a squeaky clutch or even if it pops out of gear – that's a worn synchromesh, easily fixable.

CATERHAM SEVEN

2005 1.6 Super, 14,000 miles, £19,200

When you're still flexible and tough enough to withstand the elements, a race car for the road is an uncompromisingly brilliant way to travel. Most are in as-new condition; it's only worn-out track-day survivors with shagged tyres and suspension that you need to avoid.

GETTING STARTED

CITROEN C1

2014 1.0 VTi Feel, 52,000 miles, £4990

Here it is: a cheap, cheerful and easy-to-insure runabout. Less than £5000 gets you a revamped 2014 model, which will be better built with a slightly improved interior. It has an uprated clutch, but weak starter motors can cause problems. The boot has a high loading lip, but fold down the rear seats and there's loads of room.

SMART FORTWO

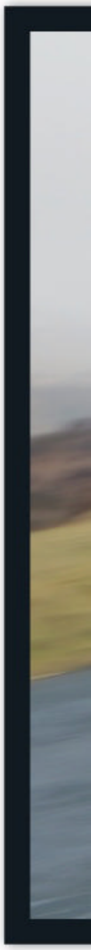
2009 1.0 Passion, 89,000 miles, £1200

The better built and marginally larger Mk2 still turns heads, and it can have funky colourful panels, provided these don't compromise your insurance bills. Crashes into potholes can cause tyre, wheel and suspension damage. Also, failed ECUs often make these cars financially unviable.

RENAULT TWINGO

2000 1.2 Air, 124,000 miles, £1000

The original, Renault 5-spirited Twingo requires some effort to find, has left-hand drive and will be inevitably dented. How cool is that? Cockpit electrics can play up, cambelt changes are vital but often neglected and mechanicals are easy to find. The wonky panels are best left that way.



SETTLING DOWN

FORD FOCUS ST

2019 2.3 Ecoboost, 50,000 miles, £20,995

The ST isn't the attention-seeking boy racer it once was, but it's still very entertaining in Mk4 form. It's practical, too, with five doors and five spacious seats. Watch out for rattling heat shields and very minor electrical irritations in the cockpit, but otherwise it's properly reliable.

NISSAN 370Z CONVERTIBLE

2010 3.7 V6 GT auto, 45,000 miles, £12,000

It had a shorter wheelbase, a lower weight and a bigger engine than the 350Z, so the emphasis is even more on fun. Opening the roof means you can hear what's going on. Standard specification is generous, but GT and Premium Pack are even better. An obstructive gearbox and rusty brake pipes can cause a surprise MOT test failure.

TOYOTA GT86

2016 2.0 D-4S, 37,000 miles, £16,500

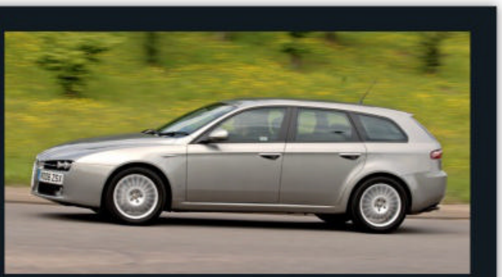
The best sports coupé of recent times, the GT86 rewards you with a great driving experience (as does its Subaru BRZ sibling). This also combines with impressive mechanical reliability when it's looked after. Rattles seem to be the worst thing about living with one. The gearbox can be notchy and some recommend full fluid changes.

CHILDREN ARRIVE

AUDI S3

2017 2.0 TFSI Saloon, 45,000 miles, £21,999

Essentially a more practical TT and there are several formats to choose from: saloon, hatchback or convertible. Fret not if yours drinks oil: that's normal. The DSG automatic gearbox is popular and reliable, but you will pay a tiny bit more for one. The Haldex four-wheel drive system's pump has a 20,000-mile service that mustn't be forgotten.



ALFA ROMEO 159 SPORTWAGON

2011 2.0 JTDM, 97,000 miles, £7999

Estates are ace, and this one has great style. The seats fold and flip forward to leave a flat, wide boot. Making it risky are the water pump, dual-mass flywheel and steering rack. But it's worth it for living life in such a classy way.

RENAULT SCENIC

2012 1.5 dCi Dynamique TT, 91,000 miles, £4000

There are lots of small MPVs out there, but the Scenic is top value. It has five roomy seats and floor storage or three rows in the stretched Grand model. It's fragile around the air-con, EGR valves and, on diesel engines, glow plugs.

KIDS BECOME TEENS

FORD S-MAX

2018 2.0 EcoBlue Titanium, 53,000 miles, £15,700

Here's the driver's choice, because the S-Max is really a Mondeo. Your passengers should be more than okay, too. The seats fold flat into the floor, which can be useful, and there are countless cubbyholes. Downsides can be water leaking into the cabin, air-con failure and various electrical glitches related to the windows and locking.

KIA SEDONA

2011 2.2 CRDi 2, 54,000, £7995

It isn't just your nippers but also their friends you have to worry about. Sometimes all you need is a big dumb MPV, and this Kia does perfectly. A basic seat system but surprisingly useful centre aisle. Old ones rust and are mostly shabby with worn bushes, failed ABS sensors and bad ECUs.

LAND ROVER DEFENDER

2000 110 2.5 TD5 (12st), 60,000 miles, £24,950

Are we there yet? Teach delayed gratification in the least comfortable way possible. Never cheap but cooler than any SUV or MPV, and you will get most of your money back. Bits that aren't alloy will rust; otherwise, it's water pump leaks, blown head gaskets and injector-harness degradation.

FREEDOM REGAINED

BMW Z4

2012 2.0 M Sport, 75,000 miles, £9995

If the Mazda MX-5 is too cliché for you, a less obvious approach to roadstering is the BMW Z4. Second-generation models have the all-weather roof, which takes just 20 seconds to do its stuff. Engines include four-pots that are relatively frugal and reliable, while straight sixes are very gratifying but need upgrading with revised fuel pumps.

RETIREMENT

FORD KUGA

2018 2.0 TDCi Titanium, 47,000 miles, £13,600

It helps to have higher seating now, because of your dodgy hips, and for that the Kuga is better than the C-Max, being a high-rise Focus that can do some SUV-lite duties. There are decent petrols and diesels, although you can suffer blown head gaskets with the former and DPF issues with the latter. The recall history is always worth checking.

MERCEDES E-CLASS CABRIOLET

2014 E250 CDI AMG Sport, 63,000 miles, £13,499

Roadsters are all very well, but with the option of fitting another old couple in the rear, this is the classy way to go roofless. They depreciate very quickly, so it's worth finding a good one. Diesels are fine except when the injectors play up – that's not a cheap fix. Beware electrical, ECU and power-steering problems.

BENTLEY CONTINENTAL GT

2013 6.0 W12 Speed, 30,000 miles, £54,000

You've worked hard all your life, so now take it easy with a big, comfy coupé. The Speed is a 600bhp special event. There are no belts to change, but anything major is an engine-out job. ECUs fail and suspension has a hard time.

ASTON MARTIN VANTAGE

2012 V8 S, 23,000 miles, £48,950

I'm sure you promised yourself an Aston at some point, and V8 Vantages are numerous, affordable and relatively straightforward. There are lots of spec subtleties, but these can be used as a daily. The engine is tough, the paintwork less so. An issue on a well-used one will be electric window regulators packing up.

MORGAN 3 WHEELER

2014 Brooklands, 4500 miles, £41,995

Here's your last chance to be truly eccentric, so take it, even though there may be one fewer wheel than you are used to. Obviously there's no such thing as a standard Mog. It's best to buy from a specialist. The chassis can have cracks, oil leaks suggest trouble and the Land Rover Discovery-sourced fuel pump gives up.

GRANDKIDS AND DOGS

VOLKSWAGEN CALIFORNIA

2018 2.0 TDI Bluemotion Tech Beach, 34,000 miles, £45,000

If you want to be the more popular Nan and Pops, get a camper van, especially one of these cool buses. It's a motorhome but much less bother: a two-berth four-seater with two folding seats in the tailgate. Watch out for smoky diesels, coolant and oil leaks and those pesky ECU issues.

DODGE RAM

2005 8.3 V10 SRT-10, 70,000 miles, £29,990

The small people you look after will adore your giant Tonka Toy. It's otherwise pointless and not great to drive. But none of that matters, because it will see you out, as they say. The huge 1741-litre 'boot' would make a great play area or sandpit. Parts are cheap but will need to be flown over.

NISSAN LEAF

2021 40kWh Tekna, 19,000 miles, £18,500

You're only going to the supermarket and doing unpaid childcare, so just recharge from the box on the wall and never endure a moment of range anxiety. The Mk2 is more grown-up, and you can afford Tekna spec. Check all the cables are in the boot and get a dealer report on battery condition.

Grimewatch

Gary Scott is a car-cleaning guru whose down-and-dirty YouTube videos attract millions of views. **John Evans** meets this top grime-buster and gets some expert tips

PHOTOGRAPHY JOHN BRADSHAW

Imagine filming yourself cleaning your car and posting the result on YouTube. How many views do you think you'd get? Half a dozen? A couple of hundred at a push? Five years ago, Gary Scott did exactly that, filming himself on his phone cleaning a Ford S-Max. He edited the video and then asked a mate to help him upload it. A couple of months later, the pair were having a drink in the pub when Scott's friend revealed the video had notched up one million views.

"I was stunned," he says. "One million views of a bloke cleaning a car! I couldn't believe it but it was the spur to post more videos of me doing the same thing."

'Dirtiest car ever?', 'Cleaning a disgusting smoker's car', 'Filthy BMW', 'Dirtiest Mazda big clean'… The titles of the other 100 or so YouTube films Scott has made since that first S-Max video won't win prizes for originality but at least viewers know what they're getting: typically, 30 minutes of Scott painstakingly transforming a car from a toilet to a thing of beauty in a process he calls 'disaster detailing'.

How do people let their cars get this bad? Admittedly, that first S-Max was a stolen-recovered car that had sat in a police compound for two years. To a soundtrack that one viewer says reminds him of an abandonment charity, Scott's video shows the car's interior in all its hideous detail before he sets to with steam cleaner, vacuum, sprays and spanners. Were she one of Scott's 147,000 subscribers, the finished result would have TV house cleaner Kim 'Queen of Clean' Woodburn in ecstasy.

CLEANING TIP
DOG HAIRS
Use Marigold gloves or rubber horse mitts to remove them.

"I clean properly dirty cars and always say: if I'm happy to get in it after a clean, you should be, too," says Scott, whose business, based in Blackpool, is called Autoshine Cars. "Then, if you can get out without itching, it's a good 'un."

Most of the cars Scott cleans are ordinary customer vehicles, but for his videos he may seek out damaged or stolen-recovered ones, which he then sells on. Viewers love them. Seven of his videos have attracted millions of views each and 40 well into the hundreds of thousands.

Scan viewers' comments and you get a flavour of who's watching: "I'm

SCOTT'S MEMORABLE MOTORS

PEUGEOT 207
2.3 million views
"I called this video 'Cleaning a disgusting smoker's car'. The smell of smoke was so bad that I had to change the headlining."

FORD FUSION
493,000 views
"I sold this stolen-recovered car to a chap who supplied prop cars and a few months later I saw it on Kevin Webster's ramp in Coronation Street."

Scott runs a vehicle detailing business based in Blackpool

a chauffeur and I'm amazed that people let their cars get *that* dirty"; "I detailed cars for years and you seem to be one of the select few on YouTube who actually know what they're doing". Then read on and you begin to understand why: "I love this channel so much! No bullshit, just dirty cars and hard work!"; "There's something therapeutic about cleaning dirty things. My mantra has always been: not everything can be fixed but everything can be cleaned."

Cleaning a dirty car is therapy? Scott thinks so. "I love my work and the tougher the better," he says. "Cleaning jobs that take a couple of days mean you get to really focus. All other thoughts and worries just go out of my head."

Smokers' cars are Scott's equivalent of a week on a health farm. One video entitled 'Horrible smoker's car deep clean' features a stolen-recovered, 2006-reg VW Polo he bought at auction for £198. Stuck to its windscreen is a yellow triangle warning: 'Danger contamination risk'. The floor is a McDonald's skip and the door pockets are full of used tea bags, but easily the most distressing feature is the post-apocalyptic cigarette ash that carpets every surface.

Perhaps surprisingly, Scott begins by cleaning the outside of the car and the door shuts. Next, he removes the seats (being a trained mechanic, this presents no difficulties). Scott then picks out all the rubbish (he once found a police truncheon in a car) before vacuuming (he uses a plain old Henry), power brushing and shampooing the carpets (he uses an Aquarius pro-shampoo machine filled with Autosmart Bio Brisk cleaner and deodoriser fluid). The seats get the same treatment. After machine polishing the bodywork, it's good to go. I'm surprised Scott hasn't done more to neutralise the smell of ciggies but he reckons the shampoo will have done the trick. For badly impregnated cars he replaces the headlining, where most of the smoke settles.

Scott rates premium cars such as Volvos and Mercedes for their quality trim and carpets that come up fresher than those fitted to lesser brands. As for cleaning engines, he doesn't like to and tells customers the risk of damaging the electrics is on them. Scott says: "I bag up the electrics to protect them and have never had an issue but even so…"

Not that such reticence stops viewers tuning in to his videos. Scott recalls a young lad who showed up with his father not long ago. They were on holiday and rented a car that they brought to Scott for a wholly unnecessary clean, just so the boy could meet his hero. Which is what this unassuming 40-year-old mechanic-cum-car cleaner appears to be to his millions of devoted followers. **A**

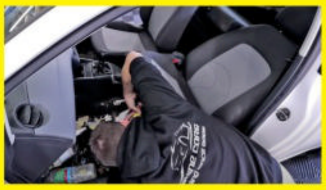
CLEANING TIP

CHEWING GUM
Freeze it off with a close-up spray of ice-cold aerosol deodorant.

It looks grim but it'll be ready to sell after a thorough clean

SIX STEPS TO SUCCESS

WASH IT FIRST
"People ask me why I wash the car first but it's because I don't want to be working around a dirty one and I don't want to bring any more dirt into the interior."



REMOVE THE SEATS
"For really grubby cars, it's the only way to remove all the dirt in those hard-to-reach places."

SHAMPOO THE SEATS
"Removed from the car, they're easier to clean. Use a soft brush and a little shampoo but without soaking them."

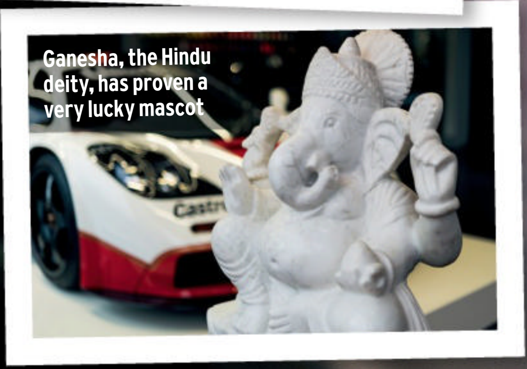
CLEAN THE TRIM
"I use off-the-shelf sprays but a steam cleaner for really ingrained dirt."

CLEAN THE CARPETS
"Repeated power brushing and vaccing is effective and a steam clean for the most stubborn stains. Dry out the interior thoroughly."

JOB DONE
"After all the hard work, one very clean car."

TOKYO
Ueno Clinic
Castrol
Castrol
TAG Heuer
West
West

Dean Lanzante has been here for three decades


Ganesha, the Hindu deity, has proven a very lucky mascot

IF YOU CAN DREAM IT…

…then Lanzante can do it. And there's a whole lot more besides to this distinguished yet mysterious British company, discovers **Damien Smith**

PHOTOGRAPHY LUC LACEY

It was The Beatles' George Harrison who suggested that Ganesha would make a suitable logo for Lanzante. The Hindu deity with an elephant's head is said to bring luck – not that Lanzante appears to need it, judging by its salubrious Hampshire headquarters. Ganesha is also believed to be the remover of obstacles, which might have more direct relevance to the elite car restoration and preparation business. Nothing seems to be too difficult or beyond the small band of technical wizards and artisan engineers who populate this place.

Lanzante is a familiar name, sewn into the rarefied, telephone-numbers-for-budgets end of the British car industry. But beyond its association with McLaren, we don't know a great deal about it – so we've invited ourselves down to Petersfield to set that right.

We meet Dean Lanzante, son of founder Paul, who has run the business for the past 15 years.

There's ambition here, as well as a deep knowledge and passion for fast cars and motorsport – and, as we discover, a refreshing lack of a grand plan. What exactly does Lanzante do? The short answer is a bit of everything.

Select is the word to describe Lanzante's work. "On full-scale projects, we do one a month," says the boss. Servicing McLarens remains core: "Last year, we had 25 F1s through here."

"My father started the business in the late 1970s, restoring and preparing historic cars," says Lanzante. "I joined in 1993, and two years later we had expanded into modern GT racing, running a Porsche 911 GT2. Prior to that, we had done some stuff for McLaren, before McLaren Heritage was formed. We restored two Indycars and a Can-Am car. When we failed to get an entry for the 1995 Le Mans 24 Hours, McLaren approached us. They had a car and an entry, we had the truck, pit equipment and team kit, so we merged to run the car at Le Mans. And obviously the result was what it was."

That car was the epochal McLaren F1 GTR, the racing variant of Gordon Murray's wondrous road car, which sensationally won the world's greatest race first time out. It remains a significant Le Mans landmark and as a by-product pinned Lanzante on the map.

So the McLaren link was forged in the steel of a major victory, but still it only developed organically.

"From that we did get to service a few F1s and also in 1997 we road-converted an F1 GTR," explains Lanzante. "A year after it raced, we put one on the road, which now doesn't seem like a big deal but at the time was insane. Ray Bellm drove it to Le Mans a year after he competed in that car in the 24 Hours. No one ever did that with ex-race cars." ➔

THE PORSCHE ROAD CAR WITH A REAL F1 ENGINE

So what's with that bare Porsche 930 shell sitting in the Lanzante workshop? Something very special, as seen for the first time at the Rennsport Reunion in 2018.

The 930 TAG Turbo is based on the test mule used to develop the turbocharged 1.5-litre V6 with which McLaren won three Formula 1 titles from 1984 to 1986. But Lanzante's cars don't have replica engines. Oh no: they're the real thing.

"They are original F1 race engines," confirms Dean Lanzante. "We're doing 11 based on the original mule, each named after the driver who raced it in each year. So you have Niki Lauda 1983 and John Watson 1983 going all the way up to Stefan Johansson and Alain Prost 1987.

"The engines are modernised so people can use these as turnkey road cars. They have reduced power, due to running regular fuel, lower boost and lower revs. They were running at 11,500rpm, they're now at 9000rpm.

"Then we're doing three more cars to celebrate the three TAG-McLaren titles. These are stripped-out, lighter versions with shorter engine life, a lot more power and a lot less weight. They have styling cues from the F1 car: the same steering wheel, the same Hugo Boss-logoed seatbelts.

"It all came from a visit to McLaren. I saw all these old engines in crates, and they had kept a batch to futureproof their TAG F1 cars.

"It's actually a good use for something that was just hanging around from Porsche's most successful period in F1."

From Prost to you, if you can afford £1.1m for a 930 restomod

In 2008, Lanzante bought the company from his father and took over. The core business remained historic motorsport, servicing a small number of valued customers (Formula 1 cars, Group C sports cars and 1960s GTs), and that remains a focus today.

Its highest-profile client is Adrian Newey. Lanzante runs the familiar Ford GT40 and Jaguar E-Type owned by Red Bull's design genius at Goodwood. Remember Jenson Button's star turn in the E-Type at the Revival last year? Lanzante was the team behind that masterclass.

Yet to fans of modern hypercars, Lanzante is better known for turning track cars into things genuinely usable on the road, this path having been opened by more F1 GTR conversions in the late 1990s.

"Things really changed when McLaren brought out the P1 GTR," says Lanzante, referring to the track version of the 2012 hypercar. "A lot of people loved the car but didn't have time to do the track programme or didn't want a track-only car. They said to McLaren 'we would love it if we could put it on the road' and McLaren suggested us. We thought we might do five cars, maybe 10. We've done 36 P1 GTRs."

There's an air of mystique about Lanzante, not entirely by accident. The company doesn't advertise its services, because it doesn't really need to.

"We've been lucky that people advertise for us," says Lanzante. "We will deliver a car to a client and they will tell everybody, especially with social media."

There has been the odd publicity stunt, though, such as going for a record at the Nürburgring. In 2017, a 1000bhp Lanzante P1 LM set a new production car record of 6min 43sec – nine seconds quicker than the mark that Lamborghini had set with a Huracán Performante. Then its driver, 1999 Indianapolis 500 winner Kenny Bräck, drove it from Germany back to the UK.

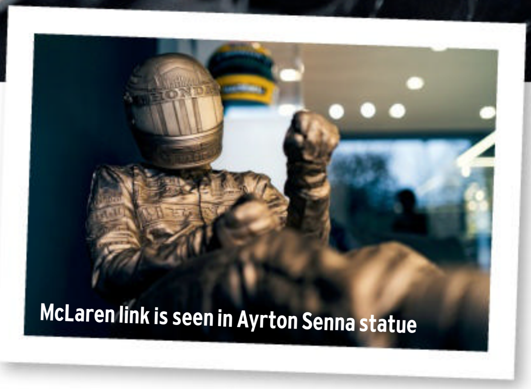
"We expanded into areas I never expected," says Lanzante. "If you had said 10 years ago that I would be working on hybrid cars with active ride and a range of different road cars, I would have said 'no way'. Historic racing and classic collectables were our sort of thing."

We're shown through to the workshop – but not before we've lingered in the shop front. Today it features a McLaren MP4-14 that took Mika Häkkinen to the 1999 F1 title; a Team Davidoff F1 GTR Long Tail; and the ex-Thomas Bscher and John Nielsen F1 GTR that clinched the old BPR Global GT Series in 1995.

The firm has a specialist staff of 20. "They tend to come from racing," says Lanzante. "That works well for deadlines. People from racing have a different mindset on time."

Lanzante is rightly proud of illustrious motorsport history

> “We thought we might road-convert five P1 GTRs, maybe 10. We’ve done 36”



McLaren link is seen in Ayrton Senna statue

Not a bad little collection (none of which are actually for sale).

Lanzante directs us to the archive room, which includes familiar sets of overalls from F1 GTR star drivers and open draws containing original design works, including some direct from the pen of Newey.

In the workshop, there’s an Alan Mann Racing GT40 primed for the Goodwood Members’ Meeting. In another corner, we spot the original F1 GTR Long Tail, resplendent in its launch livery. Two F1 road cars sit adjacent – including the one that Rowan Atkinson used to own and famously crashed. Then beside it, technicians are poring over a Pagani. Oh: not a McLaren. Neither is the Porsche 930 shell sitting next to it (see separate story, p56).

Contrary to general perception, Lanzante doesn’t confine itself to specialising in McLarens.

“Customers ultimately drive this business,” says Lanzante. “We have a Pagani Zonda Revolucion in because a customer rang us and asked if there was any chance we could road-convert it. If we have the right-minded customer and they give us the time and resources, we can. The P1 Spider we produced wasn’t me sitting down saying ‘the world needs a P1 Spider’. It was customers ringing up and saying ‘have you ever thought of doing this, and would you do it?’.”

Special projects do catch Lanzante’s attention if enough of them can be commissioned to justify the tooling. He tells us about one that isn’t in the workshop at the moment: a road-going version of the 77 new Porsche 935s produced in commemoration of the company’s 70th anniversary and launched at the Rennsport Reunion of 2018.

“Do I think we could do five, given that 77 were built? Probably,” says Lanzante. “Then the tooling and everything required warrants it.”

A surprising amount is done in-house here, which is probably why customers keep coming back. So what’s next?

“There is a plan,” smiles Lanzante. “We’ve probably got two years’ worth of P1 projects still left. There’s the continuing of McLaren F1 support and historic motorsport. Then there are new projects, such as the 935, and we’re looking at another couple of track-only cars that could possibly be road-converted. The world is an ever-changing place.”

He’s cool on the idea of a bespoke Lanzante hypercar, but only because he knows from close up what it takes to create one: “I’d never say never, but I have to be realistic. It’s a monstrous task.”

Instead, we should expect more of the same – with some very special surprises along the way.

“I love this,” he says. “Not just what we do but everything around us. We’re learning all the time, looking at other people’s solutions. I just wish we had more hours in the day. That’s our only restriction.” A

YOUR VIEWS

WRITE TO
autocar@haymarket.com

Loyalty test

Any car enthusiast welcomes the reawakening of the Lotus brand, with great products and, on the face of it, a fresh approach to customer experience. We want it to thrive. So for the first time in my life, I put down a deposit for a new sports car: an Emira. I could see myself becoming a loyal Lotus follower. When rebuilding its brand, Lotus presumably wants to hear just that.

I ordered a car within two days of the online order books opening, with a promise of a sub-£60k price. I recognise that the pandemic and inflation have impacted the price of the car I ordered and the price I will pay. I knew the First Edition would be more expensive, too. But when, only a few months ago, Lotus boss Matt Windle stated that "the price you were quoted is the price you pay – that is a promise", I was thinking: "So far, so great!"

However, such is the success of the Emira that his promise has quickly been broken by a £6000 hike for anyone who hasn't received their car by June. Given that I ordered mine within two days, this is almost everyone. The car I placed a deposit on now costs north of £83,000 – a wholly different proposition.

I still want Lotus to thrive. To do so, it needs to authentically value its new, yet-to-be-loyal customers. Successful luxury brands aren't built on one good product alone.

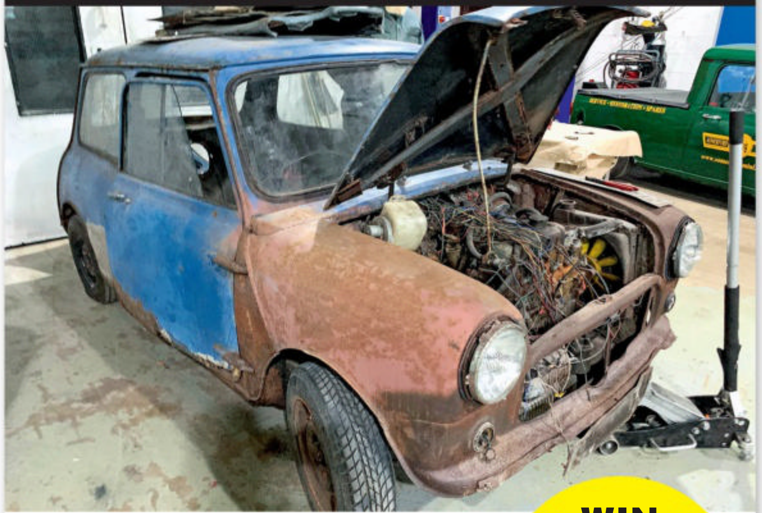
Karl Brennan
Sheffield

Lotus said: "The ongoing economic and supply chain situation across the world means that Lotus has had to increase the price of the Emira V6 First Edition and the Emira First Edition. We have worked hard to absorb costs and honour our launch pricing for as long as possible and have done so since first deliveries in 2022 right the way through to summer 2023. However, external factors mean we can no longer continue to do this. We have communicated this to all existing depositors."

Note also that the £60k promise was for the four-cylinder model, not the V6 Karl ordered – KC

The most distinctive small SUV on sale?

LETTER OF THE WEEK



Can you fix one of these?

The order book is full. Really full. Customers are waiting more than 18 months before we can start restorations of their beloved Minis. We're routinely turning away minor jobs, servicing and MOTs – which really hurts our finances and customer loyalty. Like many engineering-based firms, we're finding it impossible to recruit. Two roles have been vacant for a year.

Although unemployment is falling, inactivity of those aged 50-64 has risen. For those who understand the value of skilled older workers in this trade, it's cause for concern.

There's also a dearth of younger workers in the trade. It seems there's a reluctance to take on apprentices, due to a perceived burden of red tape and a lack of tradesmen to train them.

Fortunately, the past few years have seen the development of some new vocational training centres, such as the Heritage Skills Academy. Our coachbuilding apprentice is in his third year and an absolute asset.

Are skilled staff working elsewhere? For better pay and benefits? Pay is, as always, a thorny issue. Employers can't afford to pay their staff as much as they would like, with overheads skyrocketing and components routinely rising in price month on month. How much can we realistically charge for our labour? It just doesn't make sense if the cost of restoration outstrips the value of the finished car by thousands.

So how do we tempt skilled staff back? Reduced hours? Firms are usually prepared to accommodate sensible requests. Job satisfaction? Engineers who have risen to senior positions may relish getting back on their tools. And finally, wouldn't it be nice to get out of the house and back into a workshop, with all the associated banter and camaraderie?

So if you live in Wiltshire and have mechanical, fabrication, painting or coachbuilding skills, why not come and work with us? We're an enthusiastic, mixed-age team aiming to drive this firm into the future. Please call 01249 721421 or email enquiries@somerfordmini.co.uk.

Adrian du Cros
Somerford Mini

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

ValetPRO
PROFESSIONAL VALETING SUPPLIES

Copy that

With your small SUV silhouette quiz (1 March), you cut straight to the core of the issue. I've been interested in cars my whole life, yet I failed miserably. I identified only the Jeep Renegade; the others could've been from anyone. Am I alone in this?

Simon Marsh
Via email

An all too familiar experience for Ivan

Is that all you've got?

We recently purchased a Renault Mégane E-Tech Electric Launch Edition. We're *very* disappointed with it. We're getting fewer than 160 miles of range – far from the quoted 280 miles. I've raised an issue with Renault and been told that this is a 'feature' of the vehicle. It has provided me tips – for example, not to use the heater. It's aware of the issues to the extent that it has created a new YouTube channel called Renault E-Guide.

Ivan Pereira
Via email

We're getting similarly disappointing range from our long-term test car – KC

Think before you act

This is a plea to learner drivers, new drivers, experienced drivers… in fact, all drivers. Please, if you do nothing else today, Google "how to react when an emergency vehicle is behind you using its blue lights".

Our job is made so much harder by drivers thinking they're helping us when in fact they're making overtaking situations not only more difficult but also in many cases dangerous.

Properly trained emergency response drivers will never bully vehicles out of the way. We will make you aware of our presence to give you an opportunity to pull over or in when it's safe for you

and safe for us to overtake.

Thank you in advance.

Tom Baker
Bristol

Sudden degradation

I bought a Mercedes-Benz EQS last July, needing a car that cleared me from the London ULEZ and would enable me to visit my mother 160 miles away and return without charging. The EQS officially offered 416-460 miles, which I anticipated would be about 370 miles in reality.

When it arrived, I did a 330-mile drive, returning with 70 left. I also visited my mother with no issues.

The next time I went to my mother's, a warning came up when I was about 10 miles from home.

I then went on a trip to Newark. This is only about 145 miles away, but when I left, the car didn't have enough charge to get me home.

I took the car to my dealer. They analysed it and found nothing wrong. They said it was my driving style that restricted the range and that they wouldn't replace the car.

This was all before the weather became inclement. In December, the car was managing just 76 miles before it was down to 25% charge.

I'm shocked by this dismal range, especially as it matched the official range when it was new – although it still hasn't done even 5000 miles.

I'm also very disappointed with Mercedes saying it was due to my driving (which hadn't changed) and not addressing the difference in range between July and January.

I've complained to the Motor Ombudsman, but they still haven't assigned anyone to deal with it. I don't know where else I can go, having spent £116,000 buying a car that would do 300 miles in a day but now can't manage more than 160.

Tony Rodwell
Via email

Mercedes UK said: "Mercedes-Benz of Dartford has checked the battery of Mr Rodwell's car with the support of our technical team and our EQ battery manager. The retailer carried out the procedure instructed by the tech team, and Mr Rodwell now has his car back. However, a software update is required to fully resolve the issue, and this is currently in development. Mr Rodwell is aware of this, and we will let him know as soon as it's available."

Software issue has ruined the range of Tony's EQS

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

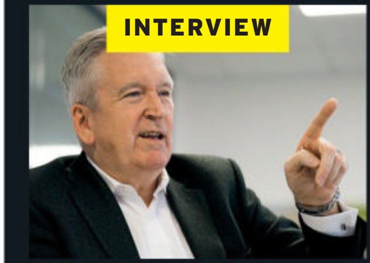
ON SALE 5 APRIL

DRIVEN

BMW M2

With ever-pricier M3s, is the M2 now the cult performance car hero? We get behind the wheel to find out

INTERVIEW



Adrian Hallmark

After another year of record results for Bentley, we hear the CEO's next ideas

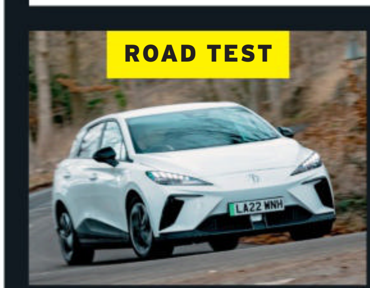
FEATURE

Audi TT

We bid it farewell on that island steeped in motorsport history: the Isle of, er, Wight

EVERY WEEK

ROAD TEST



MG 4 EV

How will the well-received cheap EV fare in its toughest test yet?

OUR CARS

Ssangyong Korando

Korean SUV specialist's new-era e-Motion EV joins our fleet

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CONTENTS SUBJECT TO CHANGE

AUTOCAR

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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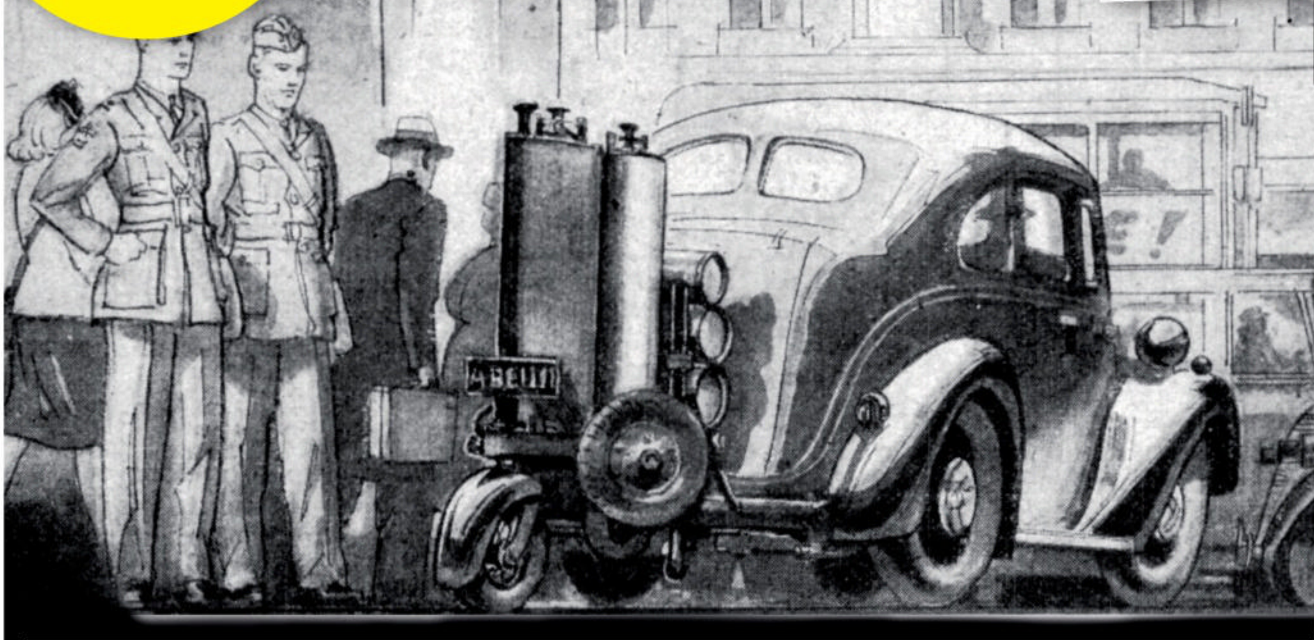
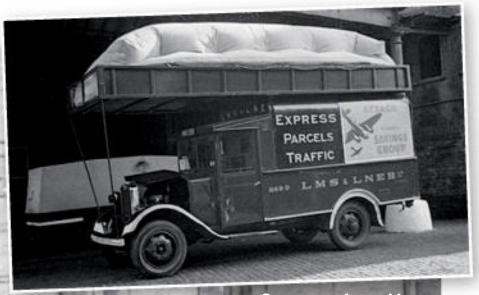
ON THIS DAY
IN 1942





Gas was stored in a bag or produced on the go by a generator

Producer Gas—Technical Considerations
The Autocar
6d
Founded 1895
LOCKHEED Hydraulic BRAKES
CAR & GENERAL

Coal and wood to replace petrol

AS THE WAR machine grew ever hungrier and merchant shipping ever harder, petrol became an extremely important yet very scarce commodity in Britain.

Fortunately, the government had foreseen such a dire scenario as early as 1937 and thus initiated trials of an alternative method of vehicle propulsion: producer gas.

This fuel was made by burning natural substances, mostly coal, derivatives thereof and wood.

Flammable gases would be sent through to the carburettors of the engine as temperatures rose in the fire zone: methane (300-450deg C), hydrogen (700-800) and carbon monoxide (1000).

Tests on a truck showed that, on anthracite (hard coal), its six-cylinder engine produced only 40-56% of its best power, because the gas and air mixture had just 60% the calorific value of petrol and air. Admitting steam through the fire zone made no difference.

People at home would often see vehicles towing gas generators during the war: in Britain buses and trucks burning coal and in Europe, particularly Germany, all vehicle types burning wood.

Another wartime alternative to petrol was town gas (a by-product of coal coking used domestically), which, being uncompressed, had to be stored in an enormous bag in a frame on the vehicle's roof.

Both had scary risks: explosion and carbon monoxide poisoning.

To see a surviving producer gas car in action, visit tiny.cc/6md5vz.

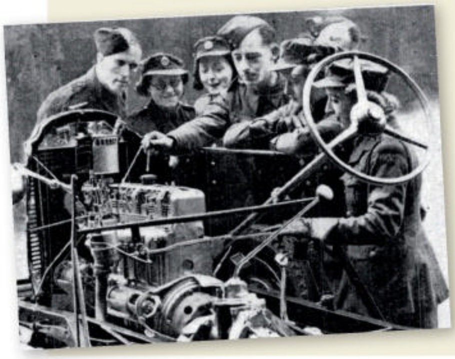
KRIS CULMER

How supply corps gain expert driving and nerves of steel

"Driving a lorry through the blackout into an area where a blitz is in full swing, into the hail of falling shrapnel on roads strewed with toppling masonry, fires raging and bombs blasting, is not a pleasant job, especially if your lorry is loaded with shells for an anti-aircraft battery." How was one prepared for such tasks, then? We visited a training centre of the Royal Army Service Corps to find out.

Men were first trained as soldiers, going through foot drill, arms drill, weapons training, anti-gas drill and map reading. Motor training then featured a number specific steps that had to be mastered in turn, lasting a minimum of five weeks. (Women were there, too, although learning to drive large staff cars, not lorries.)

In one area of the camp was a large modelled road plan, used to explain the best practice in various situations. In another, a chassis donated by Vauxhall was used to explain the function and adjustment of parts (pictured). Elsewhere, parts were given for practising maintenance.



The backbone, though, was the daily task system: 16 maintenance tasks done across each of the 14 days. The course graduation test then contained 11 parameters.

Clearly it worked, as these men averaged only one incident, many just minor, every 40,000 miles.

In defence of an enemy

We and our readers had made some unkind comments about Mercedes-Benz cars, and despite it "being a production of enemy origin", one Broughton Parker felt obligated to defend his 290 cabriolet. Steering like a lorry? No way. Made of cheap tin? Absurd. It hadn't gone wrong in 80,000 miles while being good for 70mph and not bothered by steep inclines, all while delivering 18mpg. Having owned 18 cars, Parker knew none that gave him such confidence and comfort, and in trying a small British sports car, he had longed for his 290, so rough was the ride. It still looked modern after six years, too.

Advertising the war effort

Supply restrictions recently have led car firms to almost stop advertising in print. Not so in the 1940s, when they instead bought space to highlight their war work. Rolls-Royce boasted of "the fine significance of its name" continuing in RAF aircraft such as the Spitfire (pictured); Alvis spoke of "supremacy and quality through land and air", having turned its hand to armoured vehicles; Lagonda tried simply to inspire, rather than shout about its flamethrowers; and Lodge illustrated how its spark plugs were used in every kind of vital vehicle.

IMPERIAL WAR MUSEUM

OUR CARS

FEATURED THIS WEEK

ALPINE A110

FORD FOCUS ESTATE

FORD MUSTANG MACH-E

ORA FUNKY CAT

RENAULT MEGANE

VAUXHALL ASTRA

VOLVO XC40 RECHARGE

> “You get all the stuff you need without paying for the trinkets and gimmicks you don’t”

FORD FOCUS ESTATE

Two years from retirement, is our new arrival still one of the very best ‘normal cars’?

FIRST REPORT

WHY WE’RE RUNNING IT
To crystallise our opinion of what we’re all going to lose when the Focus retires

Well, doesn’t this feel comfortingly conventional? For the next few months, I will be running a Ford Focus Estate. It’s not an SUV, it doesn’t want plugging in and it has a name that has been familiar for a long time.

Of course, it won’t be for much longer, since Ford has announced that the Focus won’t be replaced when its run ends in 2025. Is Ford making a mistake? Well, long-term reports aren’t really the place to comment on a multibillion-dollar global corporation’s business sense, but we will find out just how much we’re going to miss the Focus.

Although being back in a Focus feels pleasingly traditional, it isn’t quite 2003 all over again. The fourth-generation Focus has just been treated to a facelift to see out its career. The redesigned LED headlights certainly look sharper than before, and inside there’s now an absolutely massive i touchscreen (13.2in) that has usurped the physical climate controls.

This one is also a hybrid, allegedly. I hadn’t clocked the badge on the bootlid proclaiming as much until someone pointed it out, because the car certainly doesn’t drive very hybridly. That’s because most of Ford’s engines these days are mild hybrids. In other words, they get a 48V integrated starter-generator to give a bit of a boost under acceleration.

Every Focus apart from the hot ST is now powered by a turbocharged three-cylinder petrol unit with either 123bhp or 153bhp. Ford proudly proclaiming it to be a hybrid is overstating the system’s capability, but if it improves the fuel economy to a noticeable degree, I won’t be fussed about that.

A car that you can just put fuel in and will operate as intended also works far better for me than a plug-in hybrid (one of which I’ve just had), because I can’t charge cars at home.

My Focus has the more powerful of the engine options, coupled to a seven-speed dual-clutch automatic gearbox. I usually prefer a manual, because then you’re never second-guessing what the gearbox might do, but this one seems to work fine.

A rather old-school quirk of this car is that the gearbox has no manual mode at all. There are no paddles and not even a manual function on the lever. You need the ST-Line to get paddles; in this Active X, you just get an ‘L’ mode, which forces the transmission

SECOND OPINION

Some will lead you to believe that a normal Focus is a sort of secret driver’s car. It isn’t, but almost everything about it just feels right, easy and reassuring, which is arguably what most people want and what a surprisingly high number of new cars get wrong. **IV**

Well laid out and tech-savvy, if gloomy

For a travelling photographer, an estate is the dream

Just add petrol. Quite refreshing, really

into a lower gear. So far it hasn't posed any issues, though.

The rest of the car works pretty well, too. I would have preferred the physical climate controls of the pre-facelift car, but because the screen is so big and the virtual buttons are permanently visible, that hasn't bothered me either.

The seats are comfortable, giving me a nice, low driving position, and the car is plenty spacious too: with the seats folded flat, it just about swallowed two surfboards and a chest of drawers (although not at the same time, obviously).

There are thoughtful touches dotted around the interior as well – things that show that the engineers and designers were thinking about how this car was going to be used. In fact, those features deserve a dedicated report at some point.

I have the feeling that with a car like this, you get all the stuff you need without paying for the trinkets and gimmicks you don't. I don't miss shift paddles and certainly not puddle lights that read 'Ford', nor the complicated plug-in hybridery of my previous Citroën C5 Aircross.

Sure, there's a digital gauge cluster and an automatic parking function that I've yet to try, and I'm not convinced the pseudo-off-road stuff you get with the Active trims adds all that much, but those are optional extras on this fully loaded test car that you don't have to have.

In fact, I would actively steer you away from them, because they've inflated the price from the £28,220 you will pay for the basic Focus Estate to a slightly startling £37,410.

I've had a play around with Ford's online configurator, however, and it's possible to puzzle together a perfectly sensible spec for around £30,000, which seems palatable, considering that virtually everything is expensive nowadays.

Options or no options, I feel the Focus suits me and my lifestyle very well. It looks contemporary and has all the modern conveniences like Apple CarPlay and keyless start, while it's useful, practical and uncomplicated to run. So far I'm seeing close to 50mpg, so it's even pretty economical.

Unlike so many modern cars, it doesn't shout about itself. It's not trying to be any flashier, bigger or more aggressive than it needs to be. In that sense, it feels a bit like a slightly plusher version of the Dacia Jogger that I ran last year. And although I liked that car, I wouldn't have said no to some more power and a touch more comfort.

My Focus has only just arrived, but I think the world is going to miss the Focus when it finally goes away.

LUC LACEY

TEST DATA

FORD FOCUS ESTATE 1.0 ECOBOOST 155 MHEV ACTIVE X POWERSHIFT

Price new £33,810 **Price as tested** £37,410 **Options** Matrix LED headlights £1000, Chrome Blue paint £575, Driver Assist Pack £575, Parking Pack £550, head-up display £450, blindspot monitoring £450 **Faults** None **Expenses** None **Economy** 50.4mpg

OWN ONE? SHARE YOUR EXPERIENCE
luc.lacey@haymarket.com

VOLVO XC40 RECHARGE

Who can spare 30 minutes during their daily commute? Well, we have no choice

MILEAGE 3866

WHY WE'RE RUNNING IT
To see if Volvo's smallest battery-powered SUV can be a motorway commuter and weekend companion

Range: it's a word many of us dread. And it is a word, dear reader, that I'm about to use a lot.

I've been running a Volvo XC40 Recharge EV for a few months now, so I'm in a good place to report on how much zap you get for your tap (yes, I'm coining that phrase).

For any prospective EV owner, knowing if you will be able to get to where you need to go on a full charge is key. Gone are the days (for now, at least) of quick fill-ups. Factoring an extra 30 minutes into journeys is the new normal – one that I and many others don't enjoy.

So how is the XC40 faring now that the weather is the right side of freezing? In a nutshell: I wish the 69kWh battery gave more range. Currently, on a 100% charge, this £53,525 car shows between 180 and 200 miles of driving available (the recommended 80% charge giving only about 155 miles). Go anywhere near a motorway and that lower end drops to 150-160 miles – and that's with my sensible brain engaged.

Still, over nearly 3000 miles of 'ownership' (out of a total of 3866 miles), for which I've used the car for my 120-odd-mile commute, plus some short bursts on weekends, I've averaged 3.0mpkWh. Volvo quotes up to 3.3mpkWh, so I've done well.

With public fast-charging prices at 65p per kWh (I use my local Pod Point charger), it costs an eye-watering £40-£45 for a complete fill-up (my usual 30-100%: £32). It would be much cheaper, of course, on a home charger, but sadly I don't have access to one in my city centre flat.

I've seen fellow XC40 Recharge drivers note much worse economy: one as low as 1.88mpkWh – during "sensible" driving, apparently – which he labelled "abysmal". I would have to agree with that.

But what should I realistically be expecting from a blocky SUV that weighs just over two tonnes? Using the same bodyshell and chassis as its ICE sibling, this isn't a car that was designed for maximum range. If it had been, something more sleek (even more so than the rakish C40 Recharge) would have been the result. See Tesla's edgeless Model Y, for example.

With all that said, though, use this XC40 as I believe it was created to be used – as a town potterer, kid ferrier and short-journey plodder – and that top-end range will give you days between charges.

WILL RIMELL

LOVE IT

CHILLED OUT
The XC40 is clearly designed for comfort. Its soft springs negate our many potholes and its lovely interior makes long trips pleasant.

LOATHE IT

BUMMED OUT
The latest fad is starting your EV with just your bum. The downside? Hop out to grab something and the radio and climate control turn off.

TEST DATA

VOLVO XC40 RECHARGE

Price £51,750 **Price as tested** £53,525 **Faults** None **Expenses** Windscreen replacement **Range** 200 miles **Economy** 3.0mpkWh **Last seen** 1.3.23

OWN ONE? SHARE YOUR EXPERIENCE
will.rimell@haymarket.com

This view is becoming all too familiar

ALPINE
A110
AL17 PNE

ALPINE A110

We're discovering the ingenious weight-saving features that make this the car it is

MILEAGE 7311

WHY WE'RE RUNNING IT
To see if one of the world's best driver's cars can also prove sufficiently easy to live with for it to still make sense

I know. Of all the pictures I could have taken in all the locations to which it's been, I choose one of me filling up the A110's washer bottle at some motorway services on the M4. Could I really not have thought of anything more interesting to illustrate this story? Or, indeed, to spend the next 600 words writing about? Well, no, as it happens. I won't spend all the space below talking about the car's on-board windscreen-clearing strategy, but there is a very specific reason why I am doing so now – and it has very little to do with ensuring you can still see where you're going.

It is, instead, indicative of the extraordinary measures, many of which remain secret to this day, that ensured the A110 remained as light as was humanly possible while keeping its price within the budget of the merely comfortably off rather than the unfeasibly wealthy.

It's one thing to use carbonfibre and titanium if you're designing a car that's going to retail for a million quid, quite another if it's one-twentieth of that price. So its engineers had to get clever, and I think the washer fluid delivery system is as good an example as any of what is nothing more or less than honest-to-goodness smart thinking that extends from one end of the A110 to the other.

278.0 mi.
43.3 mpg
52.1 mph
Efficient A110 doesn't guzzle as much fuel (or washer fluid) as you might think

There are no trick materials here, just the usual confection of plastic and rubber used by every other car manufacturer in the world. The clever bit comes from how they are used.

Alpine's engineers realised that in most cars with conventional washer jets, an enormous amount of liquid is simply wasted, either not reaching or overshooting the swept area of the screen, or dripping off it before the wiper blade or blades have had the chance to reach it. Which means almost all cars have to have much larger bottles than they might otherwise need to obviate the need to fill up with washer fluid almost as often as you fill up with fuel.

So instead they designed a wiper blade with dozens of strategically positioned needle holes through which said fluid is not so much squirted as misted over – and only over – the precise parts of screen required. And as the liquid is distributed by the wiper itself, every drop is used doing precisely what it was designed to do. The result? A washer bottle that holds just 1.5 litres of liquid doing the same job as one holding 3.5 litres. And a saving of 2kg right there.

There are many other examples: a parking brake that uses the same calipers as the rear brakes saves 2kg of unsprung mass, using aluminium rather than steel brackets to retain the brake lines a tiny 5g per bracket – but in the head of the chief engineer, a saving worth having.

But the most significant factor in its sub-1100kg weight is simply that it is so small. David Twohig, said chief engineer, estimates that every cubic litre of space in a car adds around 200g and you need to expand the size of your car very little for this formula to turn into some very hefty numbers indeed.

And this stuff matters. It matters because whatever slice of automotive exotica I've been driving, when I return to the Alpine it always feels special, always feels different and almost always much, much better. It's also why I'm now regularly seeing well over 40mpg from it, which, as a bloke who has to pay for his own fuel, is a welcome and unexpected development.

ANDREW FRANKEL

LOVE IT

LOOK AT THAT!
The geek-level attention to detail that's gone into its design.

LOATHE IT

LISTEN TO THAT!
Engine fan stays on forever even after a short run in cold weather.

TEST DATA

ALPINE A110
Price £49,990 **Price as tested** £54,144
Faults None **Expenses** None
Economy 40.2mpg **Last seen** 22.3.23

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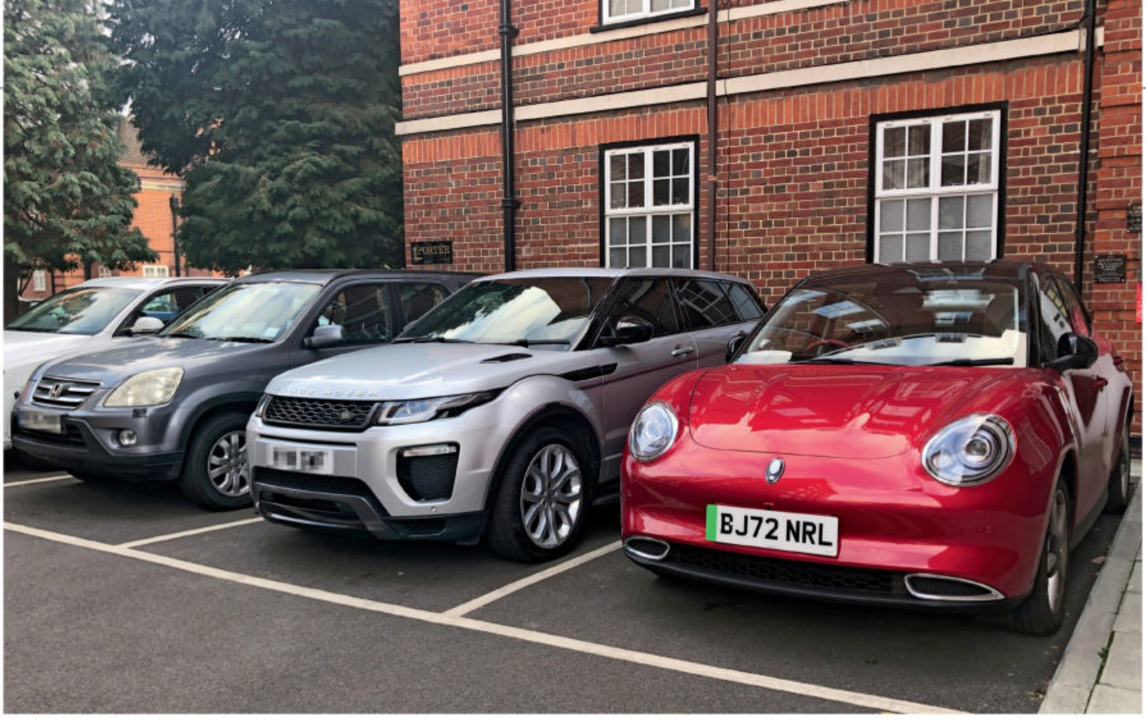


ORA FUNKY CAT

Is the EV growing on us? Well, that's a matter of perspective

MILEAGE 2150

WHY WE'RE RUNNING IT
Ora is one of a number of Chinese EV brands hoping to make it big in Europe. Does its first model land on its feet?

I recently shared the above photo on Twitter because I was struck by just how massive the Funky Cat looks when parked next to a pair of (what we used to think of as) big family cars.

This is ostensibly a small hatchback, and indeed we consider it a close rival to the likes of the MG 4 and even the much smaller Fiat 500 and Mini Electric. But it's only next to a Range Rover Evoque that its swollen proportions become obvious, and this made me stop and think: why is such a big car so limited in terms of functionality?

Indeed, here's one of several dumbfounded replies to my tweet: "Wow, there was me thinking they were Fiat 500-sized! Why's the battery so small then?"

Good point: a usable capacity of 45kWh makes the Cat's battery a good deal smaller than that of the latest Peugeot e-208, and this despite our car having 110mm of extra space between the axles and standing 60mm wider. Surely a larger power pack could have been crammed into this floorpan? Clearly keeping the centre of gravity low wasn't a priority – just look how close the Cat's roofline is to the top of the Range Rover!

As it happens, I had plenty of time to ponder all this as I nursed the car from Gatwick airport to my flat near Heathrow airport (thanks, British Airways schedule cuts). The Cat had only 60 miles showing when I landed back in England, 50 miles from home. Too close for comfort. Having not planned properly, I was dismayed to discover that Gridserve's exciting new charging forecourt at the entrance to the South Terminal had yet to open and so resigned myself to steering clear of the motorway and taking the slow, suburban way home, and staying below 50mph to eke out every last mile of range.

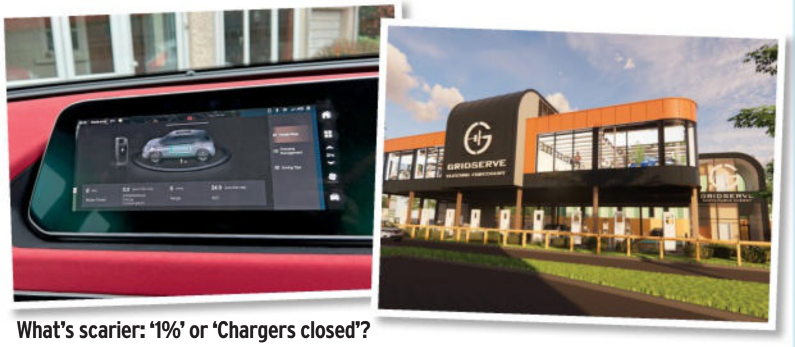
Heater off, Eco+ mode activated and teeth grinding, I watched red-faced as lorry after lorry lumbered past in the outside lane, and grew increasingly nervous as the traffic built up inside the South Circular, forcing me to do lots of stopping and starting – bad news for efficiency.

I made it by the skin of my teeth, and went straight to bed instead of plugging the car in. So it was that I had to crawl into the office the next day with one eye on every lay-by, in case I had to make an emergency stop when the battery died. Which, thankfully, it did not.

But anyway, I was about to file this report with a picture of the dashboard showing 8% battery remaining – proud as I was with my commitment to hypermiling – when Autocar EV correspondent James Attwood texted to celebrate hitting the 1% mark as he pulled into his driveway in Somerset with the Cat, having left London with 170 miles of range showing. An impressive feat, and one that became a much riskier endeavour once the range dropped below 15 miles, when the car's miles remaining readout is unhelpfully replaced with an ominous red "traction battery low" message.

"I was only slightly nervous…" said Attwood, dripping with sweat and visibly trembling.

FELIX PAGE



What's scarier: '1%' or 'Chargers closed'?

LOVE IT

PLEASED TO SEE ME
I have yet to tire of the protracted happy dance the LED headlights do when the car is unlocked.

LOATHE IT

NEVER LOOK BACK
No rear windscreen washer – or wiper – is a huge oversight on such an upright rear end.

TEST DATA

ORA FUNKY CAT 48KWH FIRST EDITION
Price new £31,995 **Price as tested** £32,790 **Faults** None **Expenses** None **Range** 140 miles **Economy** 3.1mpkWh **Last seen** 15.3.23

OWN ONE? SHARE YOUR EXPERIENCE
felix.page@haymarket.com

Renault Mégane E-Tech

MILEAGE 2662 **LAST SEEN** 15.3.23

The recent cold snap gave the Mégane a chance to show off a party trick: I'm not sure I've ever had a car so quick to defrost. Within minutes it had cleared icy front and rear screens, and was pumping hot air into the cabin, front and rear. The heated seats and wheel are nice, too, though I'm not sure any of this helps the range. **AC**

Ford Mustang Mach-E

MILEAGE 4567 **LAST SEEN** 15.3.23

Love 'em or hate 'em, family SUVs have a fundamental appeal: there's something just right about the dimensions of a car like the Mach-E. It's the right size for a family of four, high enough to look over traffic, big enough to carry luggage and easy enough to park. For all my criticism, as the clock ticks down on my time with it, I suspect I'll miss many of the things it makes easy about life. **JH**

Vauxhall Astra

MILEAGE 7835 **LAST SEEN** 15.3.23

Having boasted far too much about the pleasures of running a yellow car, the bad weather and consequent rural road grime have taught me why canny people go for duller colours. In grey, a car doesn't look quite so bad when dirty. This picture shows the Astra one afternoon a few hours after I'd spent a hard-earned tenner having it cleaned. Money wasted. **SC**

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AS GOOD AS NEW

LEXUS ES

It's no mere dressed-up Toyota Camry, explains **Oliver Young**

Looks matter. Perhaps they shouldn't, but they do – and it's one of the reasons why people are drawn to the Lexus ES. This is one of the sharpest, sleekest and sportiest-looking compact executive saloons around and a welcome alternative to those familiar, same-again designs of its more commonplace German rivals.

It's intriguingly distinctive under the surface, too. Although rival line-ups often feature hybrid variants nowadays, the ES is rare in that it's hybrid-only. It has a 2.5-litre petrol engine that's assisted by two electric motors fed by a battery pack – and that's the sole set-up.

So fuel economy is also another draw card for ES. It can officially average more than 50mpg and its CO_2 emissions are low, at 119-128g/km, depending on the car's specification.

Don't conflate frugality with sluggishness, though. Sure, 0-60mph in 8.9sec won't test your neck muscles, but this 176bhp saloon feels brisk enough in everyday driving conditions.

Although this is the first ES to be available in the UK, it's actually the seventh generation of a car that Lexus first introduced way back in 1989, primarily for the US market. It has been available in Britain since 2019, so there are a fair few used examples to pick from now.

Prices begin at around £23,000 for an early car with a mileage north of 50,000. Up your budget to £26,000-£30,000 for 2019 and 2020 cars with mileages of less than 30,000. For a one-year-old car, you will need at least £33,000. Nearly all used ES models are currently being sold at franchised dealers, which should add to the usual reassurance of buying a used Lexus, more on which in a moment.

So what else do you get for your money? Plenty of kit. From new, all models have dual-zone climate control, electric seat adjustment

OUR TOP SPEC

PREMIUM EDITION

This entry-level trim gives you a lot, so you don't have to upgrade (unless you have expensive taste and cash to splash). As well as the kit mentioned in Need To Know (right), it has standard automatic LED headlights, automatic wipers, a rear-view camera and front and rear parking sensors.

It has all mod cons, most of them even on entry-level trim

BUYER BEWARE

RECALLS

There have been a couple of recalls for the earlier versions of the ES. An electrical connection within the motor may cause the brake booster pump to stop operating. It's also possible that the emergency calling system hasn't been activated. Check with your local Lexus dealer.

HYBRID HEALTH

Lexus conducts a 'hybrid health check' as part of scheduled servicing, and the warranty includes cover for the hybrid battery and components for up to 10 years or 100,000 miles. After this time, you can still extend the cover for up to 15 years with a stand-alone scheduled check.

and a sunroof, plus keyless entry and start. The digital display behind the steering wheel changes its appearance depending on the driving mode chosen, and if you want an analogue-style rev-counter dial, you can also select one.

All versions also have a 12.3in touchscreen infotainment system with Android Auto and Apple CarPlay smartphone mirroring. What's more, the 17-speaker Mark Levinson sound system in the range-topping Takumi model is mighty impressive, as is the plush leather you receive with that trim.

Choosing F Sport specification instead of Takumi gets you front sports seats that hold you in place a little better when going around corners. It also grants you a more aggressive set of wheels and adaptive suspension.

Whichever ES model you pick, you can feel reassured that it's likely to reliable, because it's a Lexus. The brand has an excellent record and once again topped the list of 32 car manufacturers in the latest What Car? Reliability Survey.

The ES didn't feature but does come with a three-year warranty that can be extended to 10 years or 100,000 miles if the car is always serviced by a Lexus dealer.

NEED TO KNOW

- The Premium Edition of 2020 introduced an impressive suite of active safety kit, including automatic emergency braking with pedestrian and cyclist detection, lane-keeping assistance, adaptive cruise control, rear cross-traffic alert and blindspot monitoring.
- The ES was awarded the full five stars in its Euro NCAP safety appraisal, with impressive scores in the individual categories.

OUR PICK

300H

Well, it's this ES or nothing, but at least you know exactly what you're getting into straight away. It's a hybrid (of the non-plug-in variety) and it drinks fuel like there is a tomorrow.

WILD CARD

TAKUMI

Top-ranking Takumi trim gets you pretty much everything under the sun – even optional cameras in place of regular door mirrors. It's a relatively pricey trim, starting at around £36,000 for an early car.

James Ruppert

KICKING TYRES

Sporty, spacious and stylish: an XF ticks all the important boxes

It was jolly good to hear from reader Matt, who I have corresponded with before, when he ended up behind the wheel of a Mazda MX-5. Right now, he has a budget of £11,000 and would like something sporty but with a bit of room that won't cost an arm and a leg to run. Toys on his wishlist include sat-nav, heated seats and a DAB radio. The badge isn't important.

In that case, a Skoda Superb should fit the bill. There's loads of room in those, and if it has a 3.6-litre V6 under the bonnet, surely that can be considered reasonably sporty? I came across a 2011 car with 86,000 miles in Elegance trim that ticked most of the boxes. It didn't have DAB, but then that's easily rectified, especially as the asking price – £7495 – left plenty for the stereo upgrade. It seemed like a lovely old barge to me, even though some don't like a DSG gearbox.

In terms of large cars, the final-generation Ford Mondeo is fairly huge, and that's without looking at the estate. I know I have £11,000 of someone else's money to spend, but I am a cheapskate. That's why I'm checking out a 2010 2.5T petrol in Titanium X specification with 87,000 miles at £4500. It's a manual, which is certainly sporty, especially in saloon format. The specification is reassuringly comprehensive, but DAB will have to be another aftermarket add-on. It's a bit of a lump stylistically, but it will get the job done in Q-car fashion.

Slightly less conventional would be a Subaru, in particular a Levorg estate, such as this 2016 1.8 Sport with 90,000 miles for £10,999. The automatic gearbox might make it less sporty than expected, but there are heated leather seats, sat-nav and an infotainment system. In theory that's everything Matt needs, even if it isn't quite in full BTCC spec.

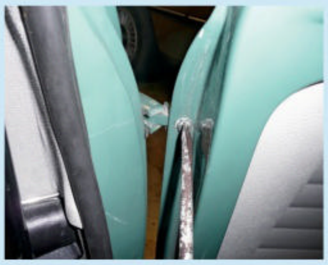
Then I swerved the usual Alfa Romeo recommendation and went straight for the Volkswagen Phaeton, which is certainly big, chock-full of kit and reasonably speedy. How about a 2013 3.0 TDI V6 4Motion in luxury apparel? That will do, and with 110,000 miles it costs £8995. With a full dealer history, too.

> "It's a bit of a lump stylistically, but this Ford will get the job done in Q-car fashion"

Mind you, a Jaguar XF would be a tad more credible when it comes to something sporty. In which case, a 2015 Sportbrake with 84,000 miles and the 2.2d engine in Sport spec is just over £11,000 but easily negotiated downwards.

RUPPERT'S GARAGE

Sometimes the sheer joy of owning a simple car is that you really can fix things (well, things that should need fixing). Every couple of years, the driver's door on my Mini Cooper drops. It takes a few minutes to sort with a screwdriver and a box underneath, rather then 10 days at a bodyshop.



CULT HERO

VOLKSWAGEN T2

39
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ALL YOU NEED IS LOVE

Love is all you need to overlook the T2's many faults, says **Jack Trethewey**

In theory, no one should really still like the Volkswagen T2. It's underpowered, uneconomical and outdated. But to those for whom chasing the early riptide on that wind-swept Cornish beach can be reached by no other means than this one, that doesn't seem to matter. To them the T2 is a logical imperative, and it is loved and adored by a coterie of enthusiasts who will accept no substitute for this ancient Vee Dub, despite its many flaws.

To say a T2 is 'slow' is like saying Bill Gates is 'comfortable', or Stalin 'was not the nicest chap'. A T2 is catastrophically sluggish, no ifs or buts. A typical unmodified one has a 1.6 litre air-cooled flat-four engine that coughs out 50bhp, giving a 0-60mph time of 30sec, depending on which way the wind is blowing. The brakes exist only in the imagination of the engineer who designed them. Container ships have better stopping distances and pressing the brake pedal is like stepping on a damp sponge.

So it struggles to get up to speed, and once you're there, it struggles to come back down again. Is its redeeming feature its handling, then? Unfortunately not. It's tall, and with this comes a high centre of gravity. Its suspension is jelly-like, you'll be holding on for dear life in the corners and its heavy mechanical steering will give you the forearms of a professional arm-wrestler.

If you spend north of £20,000, you can get a well-maintained T2 with a luxurious interior and little rust. You might even find extra soundproofing around the engine bay. If not, it's a good idea to fit some because the wind noise and constant engine burble can become grating on the ears.

> “Once you learn how to really drive a T2, every journey becomes an event in itself”

These are not safe cars: accordions have better crumple zones. The drum brakes are simply awful, and the lights are dim. The wipers are ineffective and will leave your windscreen dirtier than a teenager's face, and chances are you're at least being partially suffocated by some horrific exhaust leak. T2s are old and with age comes a sub-par fuel consumption. On a long journey, you can expect to get around 20mpg.

But as we have already said, despite their failings, people love these old bricks. If you're judging them by modern standards, you'll be disappointed. They are not cars you can simply get in and drive.

You can lean on it but you have more fun if you don't

Slow to accelerate and slow to stop but quick to enchant you

> **WHAT WE SAID THEN**
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> "The new 1584cc engine revs much more freely than before. Performance is much the same to about 50mph, and then tails off badly. That excessive noise level from the air-cooled engine is noticeable on the road. It takes a little while to become familiar with the gearchange: the control feels very loose and springy. The clutch is smooth and fairly light. Steering accuracy is good, but the van still suffers badly in side wind."

They need tinkering, adjusting and… patience.

Of course, if you want to actually ensure you make it to the beach on time and catch that wave, then by all means get yourself behind the wheel of a modern California or something similar. In fact, nearly anything else will get you there, really.

But that's to miss the point, because driving a T2 is an active experience, and you have to be constantly switched on. But when you accept their quirks and foibles, you can't help falling in love with them. Once you learn how to really drive them, you see their souls and you appreciate the novel experience of owning one. Every journey, big or small, becomes an event in itself.

So you may love the way they look, love the way they sound and, maybe, love the way they drive. But what really sets the T2 apart is that, despite its shocking performance and non-existent safety credentials, its character alone is enough to steal a motorist's heart.

You see, when you're in love, logic falls by the wayside.

HOW TO GET ONE IN YOUR GARAGE

An owner's view

JON CONSTABLE

"Mechanically, T2s are pretty sound. Bodywork is often expensive to repair and it's worth checking for signs of excess filler. These are old cars so if you notice a body panel that looks dead straight, there's a good chance it's been filled. Original panels were often slightly rippled due to the manufacturing process. If you're looking to buy, do your research and look at as many examples as you can. It's worth taking a fridge magnet with you and running it along the side of the bus to check for excess filler."

Buyer beware

■ GEARBOX

Check for any sign of oil leaks around the gearbox, which can point to work being carried out on a worn rear crankshaft seal. The bearings in the gearbox can whine too. Move the crankshaft pulley forwards and backwards to gauge movement: there shouldn't be excess play. If there is, internal bearing wear is indicated and that could mean a new engine. The accelerator and clutch wires commonly stretch and can even snap. Regular inspection and preventative maintenance is the best way to avoid this problem.

■ BRAKES

A T2's four drum brakes need regular maintenance. They're nowhere near as effective as modern drum brakes. It's a big job, but it's worth servicing them to see if any of the shoes are binding or worn.

■ ENGINE

A T2, like any classic car, can be tricky to start. A common problem is moisture gathering in the HT leads. This can be sorted by spraying some WD40 where these leads connect to the coil. If it's running rough, first try cheap fixes like resetting the points and swapping the distributor cap. Hot days can cause petrol to evaporate in the fuel pipes – a phenomenon referred to as vapour lock: you'll notice a drop in power and a funny smell.

■ EXTERIOR

Rust can creep in almost anywhere. If you're looking to buy, inspect the wheel arches, bay-window surrounds, door sills and footwells. Pay attention to areas that are exposed to salty roads and liable to gather water. In particular, the chassis box sections and sills can rust. Watch for it high up, too, because the roof gutters can be susceptible, as can the areas behind the front seats. Check for seals breaking up and damaged panels.

Also worth knowing

The T2, dubbed 'the Bay' for its bowed windscreen, first appeared in 1967 and is the generation sandwiched between the original split-screen T1 (from 1950 onwards) and the more angular T3 (from 1979), which eventually marked the end of the rear-engined, air-cooled bus.

Replacement parts are easy to source for T2s. They're highly desirable vehicles and restoration projects are becoming more common. Google is your best friend here. You can expect to spend about £200 on a replacement sliding door with limited rust. Re-upholstering old cab seats can cost about £800. A front panel replacement is about £250. But be wary: bills can pile up and an exciting restoration can soon become a big headache.

How much to spend

£5000-£9999

Reckon on a fair bit of rust around the sills, arches and footwells. Some underside welding may be needed.

£10,000-£19,999

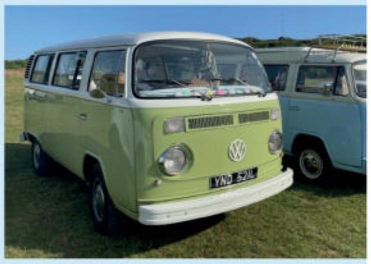
A structurally sound model with limited cosmetic rust and a reasonable re-upholstered interior. Very few (if any) nasty surprises.

£20,000-£29,999

Expect very little rust and a ton of service history. The paintwork will be solid and the interior is likely to be original or re-upholstered to an excellent standard.

£30,000 AND ABOVE

Near-mint models with no rust, an excellent interior, a well-maintained engine and a near-full service history. For this price, don't compromise.



One we found

VOLKSWAGEN T2, 1973, 81,000 MILES, £17,950

A great example of a T2. Structurally sound with no signs of rust. Fitted with a brand-new full-length rock and roll bed. Comes with original door cards, headlining and front seats. Very clean inside and outside.

NEW CARS A TO Z

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ECONOMY EXPLAINED

Between the various figures produced on the old-style NEDC, transitional NEDC Correlated and new-style WLTP laboratory emissions and fuel economy tests, it has become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO_2 figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read WLTP combined fuel economy and CO_2 figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated results of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment).

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an average, track and touring figure for each car we test, as often as possible on a brim-to-brim test basis.

While 'average' represents the overall economy returned by a new car over a full road test and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

☆☆☆☆☆	Inherently dangerous/unsafe. Tragically, irredeemably flawed.
⯪☆☆☆☆	Appalling. Massively significant failings.
★☆☆☆☆	Very poor. Fails to meet any accepted class boundaries.
★⯪☆☆☆	Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
★★☆☆☆	Off the pace. Below average in nearly all areas.
★★⯪☆☆	Acceptable. About average in key areas, but disappoints.
★★★☆☆	Competent. Above average in some areas, average in others. Outstanding in none.
★★★⯪☆	Good. Competitive in key areas.
★★★★☆	Very good. Very competitive in key areas, competitive in secondary respects.
★★★★⯪	Excellent. Near class-leading in key areas and in some ways outstanding.
★★★★★	Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open £23,165–£27,315 ★★★⯪☆

The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	38.7-39.2	155
1.4 T-jet 165	162	135	7.3	37.7-38.2	155
1.4 T-jet 180 Competizione	177	140	6.9	36.7	156
1.4 T-jet 180 Esseesse	177	140	6.7	36.7	160

695 3dr hatch/2dr open £25,665–£32,015 ★★★⯪☆

A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 180 Esseesse	177	140	6.7	36.2-36.7	156

AC

Cobra 2dr open £89,500–£145,000 ★★★★☆

Can't match modern supercars but is pure driving indulgence. **LxWxH** 3657x1627x1485 **Kerb weight** 1100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
140 Charter Edition	350	na	6.0	na	na
378 Superblower	650	155	4.1	na	na
Series 1 Electric	650	308	6.7	150	0

ALFA ROMEO

Giulia 4dr saloon £43,199–£52,199 ★★★★⯪

Handsome and special dynamically but lacks finesse and comes as an auto only. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Turbo Petrol 200	197	146	6.6	36.2	176-184
2.0 Turbo Petrol 280	276	149	5.7	33.6	195

Tonale 5dr SUV £38,595–£48,495 ★★★⯪☆

Decent dynamically and reasonable value. However, lacks the appeal expected from the marque. **LxWxH** 4528x1841x1601 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 MHEV Speciale 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Ti 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Veloce 5dr Auto	160	132	8.8	49.6	130

Stelvio 5dr SUV £47,295–£58,595 ★★★★⯪

Alfa's second SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2 Turbo Diesel 190	187	130	7.6	45.6	156
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	42.8	162
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.1	195
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	195

ALPINE

A110 2dr coupé £49,990–£129,440 ★★★★★

A much, much greater car and achievement than the sum of its parts suggests. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Turbo	248	155	4.5	42.2	152
1.8 Turbo S	288	162	4.4	41.5	153
1.8 Turbo R	288	177	3.9	41.5	154

ARIEL

Atom 0dr open £40,669 ★★★★⯪

Simple, purist concept remains but everything else has changed… for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 turbo	320	162	2.8	na	na

Nomad 0dr open £37,549 ★★★★★

Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.4 K24 i-VTEC	235	125	3.4	na	na

ASTON MARTIN

Vantage 2dr coupé/2dr open £133,920–£165,420 ★★★★⯪

The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	510	190-195	3.6-3.8	25.7	264
4.0 V8 F1 Edition	535	195	3.6	24.3	264

DB11 2dr coupé/2dr open £166,070–£180,420 ★★★★★

The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	528	192	4.0	25.1	254
5.2 V12 AMR	630	208	3.7	21.1	303

DBS 2dr coupé/open £259,420–£279,920 ★★★★★

Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V12	715	211	3.4	20.9	306

DBX 5dr SUV £168,420–£192,420 ★★★★⯪

Doesn't try to be the biggest, fastest SUV, and may be all the more appealing for it. **LxWxH** 5039x1998x1680 **Kerb weight** 2245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	550	181	4.5	19.8	323
4.0 V8 DBX 707	697	193	3.3	19.9	323

AUDI

A1 Sportback 5dr hatch £20,665–£28,900 ★★★⯪☆

Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 25 TFSI	94	118	10.8	48.7-50.4	128-133
1.0 30 TFSI	114	126	9.5	46.3-51.4	124-139
1.5 35 TFSI	148	137	7.7	44.1-44.8	142-145

A3 Sportback 5dr hatch £26,045–£48,455 ★★★★☆

Bolder design and improved dynamics make the A3 stand out more than ever. **LxWxH** 4343x1816x1425 **Kerb weight** 1220kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	127	10.6	48.7-51.4	125-132
1.5 35 TFSI	148	139	8.7	46.3-50.4	128-138
2.0 40 TFSI quattro	201	150	6.9	38.7-40.4	159-166
2.0 40 TFSIe	201	141	7.6	235.4	29
2.0 45 TFSIe	242	144	6.8	235.4	29
2.0 S3 quattro	308	155	4.8	34.4-34.9	183-186
2.0 30 TDI	113	128	10.1	61.4-64.2	115-122
2.0 35 TDI	148	142	8.3	56.5-62.8	112-130
2.0 40 TDI quattro	198	151	6.8	47.9-50.4	148-155

A3 Saloon 4dr saloon £28,010–£49,020 ★★★★☆

Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4495x1984x1425 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	130	10.6	50.4-51.4	124-128
1.5 35 TFSI	148	144	8.7	47.9-50.4	127-134
2.0 40 TFSI quattro	201	154	7.0	39.2-40.9	157-165
2.0 S3 quattro	308	155	4.8	35.3-36.2	178-181
2.0 30 TDI	116	130	10.1	62.8-64.2	114-119
2.0 35 TDI	148	142	8.3	58.9-67.3	111-127
2.0 40 TDI quattro	198	155	6.8	48.7-51.4	145-152

A4 4dr saloon £34,565–£59,830 ★★★★☆

High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.6	40.9-46.3	141-155
2.0 40 TFSI	201	155	7.3	40.9-44.8	143-156
2.0 45 TFSI quattro	242	155	5.6	34.9-35.3	181-184
2.0 30 TDI	132	133	9.5	50.4-55.4	133-146
2.0 35 TDI	148	142	8.9	50.4-55.4	133-146
2.0 40 TDI quattro	187	146	7.4	50.4-54.3	137-148
3.0 S4 TDI	341	155	4.6	40.4-40.9	185-187

A4 Avant 5dr estate £35,965–£87,795 ★★★★☆

Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	137	9.2	39.8-44.8	143-162
2.0 40 TFSI	201	146	7.3	39.8-43.5	147-162
2.0 45 TFSI quattro	242	155	6.0	33.6-34.4	187-191
3.0 V6 TFSI RS4 Avant	448	155-180	4.1-3.9	28.1-28.2	220-226
2.0 30 TDI	132	131	9.8	49.6-54.3	137-150
2.0 35 TDI	148	132	9.2	49.6-54.3	137-150
2.0 40 TDI quattro	201	143-144	7.1	47.9-52.3	144-156
3.0 50 TDI Allroad quattro	282	155	5.3	38.2	181
3.0 S4 TDI quattro	342	155	4.7	39.2-39.8	181-193

A5 2dr coupé £40,545–£91,750 ★★★★☆

Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.9	41.5-45.6	141-154
2.0 40 TFSI	201	150	7.1	41.5-47.1	141-154
2.0 45 TFSI quattro	242	155	4.8	34.9-38.8	180-184
2.9 V6 TFSI RS5 quattro	448	174	3.9	29.1	220
2.0 35 TDI	163	162	8.2	51.4-55.4	133-144
2.0 40 TDI quattro	201	146	6.9	50.4-54.3	135-146
3.0 V6 S5 TDI quattro	339	155	4.6	39.2-40.4	184-188

A5 Sportback 5dr coupé £40,545–£91,750 ★★★★☆

Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	139	9.1	40.9-44.8	144-158
2.0 40 TFSI	201	150	7.2	40.9-44.8	143-158
2.0 45 TFSI quattro	242	155	5.6	34.4-35.3	183-187
2.9 V6 TFSI RS5 quattro	448	174	3.9	28.5-28.8	222-224
2.0 35 TDI	148	135	8.4	50.4-54.3	135-147
2.0 40 TDI quattro	201	146	7.6	49.6-54.3	137-149
3.0 S5 TDI quattro	345	155	4.6	39.8-40.4	183-187

A6 4dr saloon £40,905–£81,340 ★★★★☆

Supremely well constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	152	7.3	37.7-39.2	163-171
2.0 45 TFSI quattro	242	155	6.0	35.3-37.2	172-182
2.0 50 TFSIe quattro	299	155	6.2	217.3	31
3.0 55 TFSI quattro	335	155	5.1	32.8-34.9	184-196
2.0 40 TDI	201	152	8.1	47.9-51.4	145-155
2.0 40 TDI quattro	201	153	7.6	45.6-47.9	155-163
3.0 50 TDI quattro	282	155	5.5	38.7-40.4	183-191
3.0 S6 TDI quattro	344	155	5.0	36.2	203-205

A6 Avant 5dr estate £43,055–£116,624 ★★★★☆

A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	149	7.5	36.2-38.2	168-178
2.0 45 TFSI quattro	242	155	6.2	34-36.2	177-189
2.0 50 TFSIe quattro	294	155	6.2	217.3	31
4.0 RS6 quattro	596	155-174	3.6	21.9-22.6	283-294
2.0 40 TDI	201	149	8.3	45.6-49.6	150-162
2.0 40 TDI quattro	201	150	7.6	44.1-46.3	159-167
3.0 S6 TDI quattro	344	155	5.1	35.3	209

A7 Sportback 5dr coupé £55,115–£133,705 ★★★⯪☆

Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	155	6.2	35.3-36.2	177-183
2.0 50 TFSIe quattro	294	155	6.3	134.5-141.2	46-47
4.0 RS7 quattro	596	155-174	3.6	22.2-23.0	280-287
2.0 40 TDI	201	152	8.3	47.9-49.6	150-156
2.0 40 TDI quattro	201	155	7.0	45.6-47.1	158-163
3.0 S7 TDI quattro	344	155	5.1	35.3-35.8	205-208

A8 4dr saloon £76,135–£118,830 ★★★★☆

Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 55 TFSI quattro	335	155	5.6	28.2-29.4	206-212
3.0 55 TFSI quattro LWB	335	155	5.7	28.2-29.1	219-228
3.0 60 TFSIe quattro	449	155	4.9	100.9-113.0	57-64
3.0 50 TDI quattro	282	155	5.9	38.7-40.9	180-192
3.0 50 TDI quattro LWB	282	155	5.9	38.2-40.4	182-193

E-tron GT 4dr saloon £84,000–£137,390 ★★★★⯪

Combines striking looks with a high-class interior and never feels short of pace. **LxWxH** 4989x2158x1396 **Kerb weight** 2276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
quattro 93kWh	528	152	4.1	296	0
RS quattro 93kWh	637	155	3.3	283	0

Q2 5dr SUV £25,580–£48,175 ★★★★☆

Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	122	11.2	44.8-47.1	135-143
1.5 35 TFSI	148	131	8.6	42.2-44.8	142-151
2.0 SQ2 TFSI	298	155	4.9	32.8-33.2	192-195

Q3 5dr SUV £32,225–£64,755 ★★★⯪☆

Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	128-131	9.2-9.6	38.7-42.2	153-166
2.0 40 TFSI quattro	187	136	7.4	31.0-32.5	197-207
2.0 45 TFSI quattro	243	147	5.8	31.0-31.7	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.8	217-227
2.0 35 TDI	148	128	9.3	47.9-49.6	150-154
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	133-139
2.0 40 TDI quattro	197	139	7.3	37.7-40.4	173

Q3 Sportback 5dr SUV £35,025–£65,905 ★★★⯪☆

A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	126	9.6	39.2-41.5	153-166
2.0 40 TFSI quattro	187	136	7.4	30.7-32.1	197-207
2.0 45 TFSI quattro	243	147	5.8	32.5-32.8	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.5	223-231
2.0 35 TDI	148	126	9.3	48.7-51.4	14552
2.0 35 TDI quattro	148	131	9.3	40.4-44.8	133-139
2.0 40 TDI quattro	197	139	7.3	38.2-39.8	173

Q4 E-tron 5dr SUV £49,930–£62,505 ★★★⯪☆

Practical, pleasant and efficient – if not quite a superior premium product. **LxWxH** 4588x2108x1632 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35 125k	168	99	9.0	201	0
40 150kW	201	99	8.5	307	0
50 quattro 220kW	296	111	6.2	298	0

Q4 E-tron Sportback 5dr SUV £51,430–£64,005 ★★★⯪☆

Fastback variant of Audi's mainstream electric SUV is agile and terrifically refined. **LxWxH** 4588x2108x1614 **Kerb weight** 1895kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35 125kW	168	99	9.0	211	0
40 150kW	201	99	8.5	318	0
50 quattro 220kW	296	111	6.2	302	0

Q5 5dr SUV £47,795–£75,395 ★★★★☆

Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	147	6.4	31.0-33.6	191-206
2.0 50 TFSIe quattro	249	148	6.1	128.4	49
2.0 40 TDI quattro	187	136	8.1	41.5-44.8	165-179
3.0 SQ5 TDI quattro	344	155	5.1	32.8-34.4	216-224

Q5 Sportback 5dr SUV £50,245–£77,845 ★★★⯪☆

Reduced accommodation and practicality, but still a refined and solid steer. **LxWxH** 4689x1893x1660 **Kerb weight** 2010-2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	263	149	6.1	31.7-33.6	192-202
2.0 50 TFSIe quattro	297	148	6.1	176.6-188.3	36-38
2.0 40 TDI quattro	201	137	7.6	42.2-44.8	166-176
3.0 SQ5 TDI quattro	336	155	5.1	33.2-34.4	216-222

Q7 5dr SUV £60,820–£100,840 ★★★★☆

Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 55 TFSI quattro	338	155	5.9	25.4-27.4	233-253
3.0 V6 55 TFSIe quattro	376	149	5.9	108.6-113	56-58
4.0 SQ7 quattro	500	155	4.1	29.4-30.1	232
3.0 V6 45 TDI quattro	228	142	7.3	32.1-34.0	217-230
3.0 V6 50 TDI quattro	282	150	6.5	32.1-34.0	217-230

Q8 5dr SUV £71,635–£129,965 ★★★★☆

Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 55 TFSI quattro	335	155	5.9	25.9-26.4	243-248
3.0 V6 55 TFSIe quattro	381	149	5.8	94.2	67-68
3.0 V6 60 TFSIe quattro	462	149	5.4	94.2-97.4	66-68
4.0 SQ8 quattro	503	155	4.1	31.0-31.7	234-239
4.0 V8 RS Q8 quattro	592	155	3.8	20.2-20.5	314-318
3.0 V6 50 TDI quattro	282	150	6.1	32.8-33.2	222-226

Q8 E-tron 5dr SUV £67,800–£114,500 ★★★★⯪

A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 95kWh	335	124	6.8	190	0
55 quattro 114kWh	408	124	5.6	237	0
SQ8 quattro 114kWh	503	130	4.5	223	0

Q8 E-tron Sportback 5dr SUV £70,300–£117,000 ★★★★⯪

Quick and classy EV builds on the solid foundations of its more upright sibling. **LxWxH** 4901x1935x1616 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 95kWH	335	118	6.0	192	0
55 quattro 114kWh	403	124	5.6	242	0
SQ8 quattro 114kWh	503	130	4.5	224	0

TT 2dr coupé £35,415–£87,650 ★★★★☆

Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	194	155	6.6	40.4-41.5	154-158
2.0 45 TFSI	242	155	5.8-5.9	38.7-39.2	162-167
2.0 45 TFSI quattro	242	155	5.2	34.9-35.8	180-184
2.0 50 TFSI quattro TTS	302	155	4.5	34.9-35.3	180-183
2.5 TT RS quattro	395	155	3.7	30.7	208-210

TT Roadster 2dr open £37,165–£72,050 ★★★★☆

Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	194	155	6.9	39.2-40.4	159-163
2.0 45 TFSI	242	155	6.0-6.1	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	5.5	33.6-34.4	185-190
2.0 50 TFSI quattro TTS	302	155	4.8	34.0-34.4	185-188
2.5 TT RS quattro	395	155	3.9	29.7-30.1	214-215

R8 2dr coupé £134,805–£170,910 ★★★★☆

Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 RWD	538	201	3.7	22.2	288
5.2 V10 quattro	567	201	3.4	21.9	294
5.2 V10 Performance q'tro	610	205	3.1	21.7	295-296

R8 Spyder 2dr open £144,195–£180,260 ★★★★☆

Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 RWD	538	200	3.8	20.9	307
5.2 V10 quattro	567	200	3.5	20.5	313
5.2 V10 Performance q'tro	610	204	3.2	20.3	315

BAC

Mono 0dr open £165,125 ★★★★½

An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 VVT	305	170	2.8	na	na

BENTLEY

Continental GT 2dr coupé £201,020–£260,120 ★★★★☆

Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	542	198	4.0	23.9	268
6.0 W12 Speed	626	207	3.6	20.8	308

Continental GTC 2dr open £220,720–£285,920 ★★★★½

Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	542	198	4.1	23.3	275
6.0 W12 Speed	626	207	3.7	20.2	336

Flying Spur 4dr saloon £170,720–£204,420 ★★★★½

New from the ground up, with the looks and technology of a class winner. **LxWxH** 5316x1879x1483 **Kerb weight** 2437kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 Hybrid	536	177	4.3	na	na
4.0 V8	548	198	4.1	22.2	288
6.0 W12	632	207	3.8	19.1	337

Bentayga 5dr SUV £155,665–£213,720 ★★★★½

Crewe's first attempt at an SUV remains ahead of most luxury rivals. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 Hybrid	448	158	5.5	83.1	82
4.0 V8	542	171	4.5	21.7	302

BMW

1 Series 5dr hatch £27,825–£36,810 ★★★★½

May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
118i	138	132	8.5	46.3-47.1	130-134
128ti	261	155	6.1	40.9	157
M135i xDrive	302	155	4.8	36.2	177
116d	114	124	10.1-10.3	60.1-62.8	119-123
118d	148	134	8.4-8.5	58.9-60.1	123-127
120d	187	144	7.3	55.4-57.6	129-133

2 Series 2dr coupé £36,710–£64,315 ★★★★½

Takes everything positive about its predecessor and refines it further. **LxWxH** 4537x2068x1390 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
220i	184	147	7.5	44.1	145
230i	242	155	5.9	42.8	151
M240i xDrive	374	155	4.3	34.4	186
M2	454	155	4.3	29.1	220
220d	188	147	6.9	60.1	122

2 Series Gran Coupé 4dr saloon £29,890–£42,300 ★★★☆☆

Blends 1 Series platform with rakish looks, but lacks the coupé's driver appeal. **LxWxH** 4526x1800x1420 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
218i	138	134	8.7	46.3-47.1	136-138
220i	178	148	7.1	46.3-47.1	136-139
M235i xDrive	302	155	4.9	37.2	172
218d	148	138	8.6	58.9-60.1	123-125
220d	188	148	7.5	56.5-57.6	129-131

2 Series Active Tourer 5dr hatch £32,135–£44,265 ★★★★☆

Proves there's still a place for the MPV in this SUV-led world. **LxWxH** 4354x1800x1555 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
220i	154	137	8.1	47.1-47.9	135-137
223i	201	150	7.0	45.6-46.3	138-140
225e xDrive	241	121	6.7	na	na
230e xDrive	321	127	5.5	na	na
218d	148	137	8.8	57.6-58.9	127-129

3 Series 4dr saloon £38,990–£82,665 ★★★★★

Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
320i	181	146	7.1	44.1	144-146
320i xDrive	181	142	7.6	41.5-42.2	153-154
330i	254	155	5.8	40.9-42.8	150-156
330e	288	143	5.9	188.3-201.8	37-38
330e xDrive	288	143	5.9	na	na
M340i xDrive	369	155	4.4	34.9	185
M3 Competition	503	155	3.9	28.8	223
M3 xDrive Competition	503	155	3.5	28.2	228
318d	148	132	8.3-8.4	52.6-62.8	117-129
320d	187	146	6.8-7.1	56.5-60.1	124-131
320d xDrive	187	144	6.9	54.3-56.5	130-136
330d	263	155	5.5	47.1-49.6	150-156
330d xDrive	263	155	5.1	47.1	157-158
M340d xDrive	338	155	4.6	46.3	160

3 Series Touring 5dr estate £39,810–£83,470 ★★★★½

Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
320i	181	143	7.5	42.2	152-153
330i	254	155	5.9	39.2-40.9	156-163
330e	292	143	5.9	176.6-201.8	32-37
330e xDrive	292	140	5.9	156.9-176.6	37-42
M340i xDrive	371	155	4.5	33.6	191
318d	148	133	8.8	57.6-58.9	126-127
320d	188	142	7.1-7.9	54.3-57.6	115-121
320d xDrive	188	142	7.4	51.4-54.3	136-143
330d	263	140	5.6	45.6-47.1	158-163
330d xDrive	261	155	5.4	43.5-44.8	166-171
M340d xDrive	340	155	4.8	44.8	165
M3 xDrive Competition	503	155	3.6	na	235

4 Series 2dr coupé £42,745–£128,225 ★★★★☆

A rounded, engaging and potent coupé let down only by its looks. **LxWxH** 4768x2081x1390 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
420i	181	149	7.5	42.2-44.1	146-151
430i	254	155	5.8	40.4-42.2	153-159
M440i xDrive	369	155	4.5	36.7	175
M4 Competition	503	155	3.9	28.8	228
M4 xDrive Competiton	503	155	3.5	28.2	227
M4 CSL	543	191	3.7	28.5	224

4 Series Convertible 2dr open £48,100–£87,540 ★★★★☆

Fabric-roofed grand tourer has just as much talent as its coupé sibling. **LxWxH** 4768x2081x1384 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
420i	181	147	8.2	40.4-41.5	154-159
430i	242	155	6.2	38.7-40.4	160-165
M440i xDrive	371	155	4.9	35.3	182
M4 xDrive Competition	503	155	3.7	27.7	231

4 Series Gran Coupé 4dr coupé £43,890–£58,480 ★★★★☆

The same impressive package we love from the 3 Series, with added style. **LxWxH** 4783x2073x1442 **Kerb weight** 1825kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
420i	181	146	7.9	41.5	154
430i	242	155	6.2	39.8	160-161
M440i xDrive	371	155	4.7	35.3	182

i4 4dr saloon £56,185–£69,040 ★★★★☆

Fast, refined and with lots of traditional appeal to convert sceptics. **LxWxH** 4783x1852x1448 **Kerb weight** 2215kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
eDrive40	338	118	5.7	352-365	0
M50	542	140	3.9	318	0

5 Series 4dr saloon £42,580–£109,615 ★★★★½

The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
520i	181	146	7.8	44.8-45.6	142-145
530e	288	146	5.9	117.7-128.4	32-43
530e xDrive	288	146	5.9	134-166	38-48
545e xDrive	394	155	3.8	128-134	49-51
M550i xDrive	528	155	3.8	25.9	247
M5 Competition	616	155	3.3	25.4	252
520d	187	147	7.5	57.6-58.9	126-129
520d xDrive	187	144	7.6	54.3-55.4	132-135
530d xDrive	261	155	5.4	51.4-52.3	143-145

5 Series Touring 5dr estate £45,185–£61,055 ★★★★½

The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
520i	181	139	8.2	40.4-42.2	152-160
530e	292	140	6.1	156.9-176.6	35-40
530e xDrive	292	140	6.1	134.5-156.9	42-47
540i xDrive	335	155	5.1	34.9-35.8	179-185
520d	187	147	7.8	52.3-55.4	134-142
520d xDrive	187	144	7.9	49.6-52.3	140-148
530d xDrive	261	155	5.6	46.3-47.9	160

7 Series 4dr saloon £102,305–£117,555 ★★★★☆

New mild-hybrid flagship saloon is better in every way than its predecessor. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
750e xDrive	482	155	4.8	53.4	na
M760e xDrive	563	155	4.3	na	na

i7 4dr saloon £110,545–£137,230

Tech-laden luxury saloon arrives as new flagship with class-leading comfort. **LxWxH** 5391x1950x1544 **Kerb weight** 2715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive60	526	149	4.7	na	na

8 Series 2dr coupé/2dr open £81,160–£135,755 ★★★★☆

Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
840i	335	155	5.0	33.2-33.6	193-194
M850i xDrive	523	155	3.7	24.8-25.2	255-260
M8 Competition	623	155	3.2-3.3	25.2-25.4	252-254

8 Series Gran Coupé 4dr saloon £78,660–£133,255 ★★★★☆

Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
840i	335	155	5.2	33.2	194
M850i xDrive	523	155	3.9	24.6	260
M8 Competition	623	155	3.2	25.4	254

X1 5dr SUV £33,775–£46,050 ★★★★☆

Pick of the premium bunch and very spacious, but expensive and not that small **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
sDrive20i	189	138	7.4	40.9	156-157
xDrive20i	189	na	7.7	38.2-38.7	166-167
xDrive23i	201	145	7.4	41.5	153
xDrive 25e	220	118	6.8	na	na
xDrive 30e	321	127	5.6	na	na
sDrive18d	148	126	8.9	55.4	133-134
xDrive 23d	194	140	7.4	56.5	131

iX1 5dr SUV £52,255–£54,960

Not the most engaging to drive, but a seriously comprehensive electric prospect. **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive30	308	112	5.7	na	na

X2 5dr SUV £34,250–£50,100 ★★★★☆

Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
sDrive18i	138	127	9.6	42.8-43.5	148-150
sDrive20i	189	141	7.7	40.9-41.5	154-156
xDrive20i	189	na	7.6	38.7-39.2	164-166
xDrive25e	220	121	6.8	156.9	40-41
M35i	302	155	4.9	34.4	187

X3 5dr SUV £46,500–£90,795 ★★★★☆

Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive20i	181	134	8.3	35.3-35.8	179-181
xDrive30e	288	130	6.1	134.5	51-54
xDrive M40i	355	155	4.8	31.4	204
X3M Competition	503	155	4.1	24.8	261
xDrive20d	187	132	8.0	47.1-47.9	154-156
xDrive30d	261	149	5.8	45.6	161-163
xDrive M40d	321	155	4.9	43.5	171

iX3 5dr SUV £64,165–£67,165 ★★★★☆

All-electric SUV is brisk, agile, versatile and competitive with its closest rivals. **LxWxH** 4584x1852x1640 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
80kWh	282	112	6.8	286	0

X4 5dr SUV £52,395–£92,555 ★★★½☆

Downsized X6 is respectable enough if not lovable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive M40i	336	155	4.9	31.7	203
X4M Competiton	503	155	4.1	24.8	259
xDrive20d	187	131	8.0	47.1-47.9	161-165
xDrive30d	254	145	5.8	45.6-46.3	159-163
xDrive M40d	322	155	4.9	43.5	169

X5 5dr SUV £65,140–£121,290 ★★★★☆

More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive40i	335	155	5.5	27.7-28.2	227-231
xDrive45e	282	155	5.6	188.3-235.4	31
xDrive M50i	523	155	4.3	27.3	276
X5M Competition	623	155	3.8	22.1	304
xDrive30d	261	130	6.8	41.5-42.2	175-179
xDrive40d	340	152	5.5	38.7-39.2	192-196

X6 5dr SUV £68,680–£123,990 ★★★½☆

The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive40i	338	155	5.5	28.0-28.5	225-230
xDrive M50i	523	155	4.3	23.5	272
X6 M Competition	623	155	3.8	22.4	287
xDrive30d	254	143	6.7	42.2-42.8	172-176
xDrive40d	340	154	5.5	38.7-39.8	187-191

iX 5dr SUV £69,905–£119,225 ★★★★☆

Comfort-conscious yet strong and athletic. A bold new flagship for BMW's EV family. **LxWxH** 4953x2230x1696 **Kerb weight** 2510kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive40	326	124	6.1	256	0
xDrive50	523	124	4.6	375	0
M60	623	155	3.8	346	0

X7 5dr SUV £84,975–£108,935 ★★★★☆

BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive40i	338	155	6.1	28.7	249-250
xDrive M50i	523	155	4.7	22.1	283-291
xDrive40d	340	152	6.1	36.2	203-204

Z4 2dr coupé £43,795–£55,570 ★★★★☆

Better to drive than ever but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
sDrive20i	195	155	6.6	39.8-40.4	160-161
sDrive30i	255	155	5.4	39.8	161-162
sDrive M40i	338	155	4.6	35.8	181

BMW ALPINA

B3/D3 4dr saloon/5dr estate £63,500–£79,000 ★★★★★

Buchloe's take on 3 Series makes a case for being all the car you could ever need. **LxWxH** 4620x1811x1430 **Kerb weight** 1865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D3S	355	168-170	4.6-4.8	37.2	182

B4/D4 4dr saloon/5dr estate £65,700–£79,890

4 series shell combines the B3's engine to make a very compelling package. **LxWxH** 4794x2068x1438 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D4S	355	168-170	4.8	na	182

B5/D5 4dr saloon/5dr estate £66,275–£99,900 ★★★★☆

Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	599	200-205	3.4-4.6	23.5	263
3.0 D5S	347	171	4.8	42.2	199

B7 4dr saloon £126,000 ★★★★☆

A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	599	205	3.6	24.4	264

B8 Gran Coupé 4dr saloon £136,500 ★★★★☆

Superbly rounded, but lacking some of the dynamism implied by its looks. **LxWxH** 5090x1930x1430 **Kerb weight** 2140kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	621	201	3.4	25.4	270

XD3 5dr SUV £70,075 ★★★★☆

Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 BiTurbo	330	158	4.9	31.4	173

XB7 5dr SUV £137,000 ★★★★☆

Huge power and impressive luxury credentials, but can't justify the hefty price jump. **LxWxH** 5151x2218x1797 **Kerb weight** 2655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	621	180	4.2	23.5	274

CATERHAM

Seven 2dr open £24,490–£54,990 ★★★★½

The 360 is the sweet spot, giving the Seven just the right hit of performance. **LxWxH** 3100x1575x1090 **Kerb weight** 490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
660cc Suzuki 170	84	105	6.9	58.4	109
2.0 Duratec 360	180	130	4.8	na	na
2.0 Duratec 420	210	136	3.8	na	na
2.0 Supercharged 620S	310	145	3.4	na	na
2.0 Supercharged 620R	310	155	2.8	na	na

CHEVROLET

Corvette 2dr coupé/2dr open £77,320–£84,120 ★★★★☆

Mid-engined chassis brings handling smarts the 'Vette has never known the likes of. **LxWxH** 4634x1935x1235 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.2 V8	475	185	3.5	23.3	277

CITROEN

Ami 2dr quadricycle £7695–£8695

Incredibly slow and basic but full of character and will perfectly suit some use cases. **LxWxH** 2410x1390x1520 **Kerb weight** 471kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6kW 5.5kWh	8	28	na	43	0

C3 5dr hatchback £13,995–£22,790 ★★★½☆

Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 82	79	107	12.8	51.3	130-131
1.2 PureTech 110	107	117	9.3	52.3	129-131
1.5 BlueHDi 100	96	115	10.6	67.0	117-118

C3 Aircross 5dr hatchback £20,745–£26,065 ★★★½☆

Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 110	107	115	11.3	51.5	141-143
1.2 PureTech 130	127	124	10.4	47.3	150
1.5 BlueHDi 100	96	109	12.8	62.7	126-128

C4 5dr hatchback £22,060–£35,495 ★★★☆☆

Interesting to look at but soft and unrewarding to drive. Electric ë-C4 is better. **LxWxH** 4355x1800x1525 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech	99	114	11.3	54.8	116
1.2 PureTech 130	128	130	8.9-9.4	50.2-54.7	117-127
1.2 PureTech 155	153	129	8.5	48.8	131
1.5 BlueHDi	108	120	10.9	68.7-69.1	114-115
1.5 BlueHDi 130	129	128	9.5	64.5-64.9	114-115
ë-C4 50kWh	134	93	9.7	227	0

C5 Aircross 5dr SUV £26,930–£38,275 ★★★½☆

Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	128	117	10.5	44.2	149-151
1.6 PureTech 225 PHEV	223	140	8.7	184.0	50
1.5 BlueHDI 130	129	117	10.4	57.3	138-139

C5 X 5dr SUV £27,790–£38,375 ★★★★☆

An unconventional take on the conventional that brings comfort to the fore. **LxWxH** 4805x1865x1485 **Kerb weight** 1418kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech	107	108	11.5	45.8	136
1.5 HDI	99	109	14.1-14.9	57.4	135
1.5 HDI	127	114	11	54.2	142

Berlingo 5dr MPV £24,005–£29,065 ★★★★½

Boxy, quirky van-based car returns to top form in its third iteration in two decades. **LxWxH** 4403x2107x1844 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	128	130	10.4	48.6	136
1.6 PureTech 180	181	143	8.1	43.9	147
1.6 PureTech 225 PHEV	223	145	7.8	186-236	30-34

ë-Berlingo 5dr MPV £32,315–£35,035 ★★★☆☆

New electric version of venerable people carrier is suddenly the only one available. **LxWxH** 4403x1921x1849 **Kerb weight** 2440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50kWh	136	84	9.0	182	0

CUPRA

Born 5dr hatch £36,475–£41,975 ★★★½☆

Electric hot hatch shows promise and annoyance in equal measure. **LxWxH** 4322x1809x1540 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
58kWh	201	99	7.3	262-263	0
77kWh	226	99	6.6-7	339	0

Leon 5dr hatch £29,515–£40,485 ★★★½☆

PHEV makes for a confused take on the hot hatch. ICE versions are more enjoyable. **LxWxH** 4398x1799x1467 **Kerb weight** 1596kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI	148	133	8.9	47.9	134
1.4 eHybrid	241	140	6.7	217.3	30-32
2.0 TSI	242	155	6.4	39.2	162-163
2.0 TSI 300	298	155	5.7	37.2	171-172

Leon Estate 5dr estate £30,875–£43,595 ★★★★☆

More practical version of the most potent Leon blows as hot and cold as the hatch. **LxWxH** 4657x1799x1463 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1,5 TSI	148	134	9.2	47.1	136
1.4 eHybrid	241	140	7	201.8	31-34
2.0 TSI 310	306	155	4.9	32.8-34.4	186

Ateca 5dr hatch £41,380–£47,015 ★★★½☆

First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 TSI 300	296	153	5.2	32.5	197

Formentor 5dr SUV £30,205–£46,210 ★★★★☆

Bespoke-to-Cupra SUV delivers a well-rounded, sure-footed and rewarding drive. **LxWxH** 4450x1839x1511 **Kerb weight** 1569kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	127	8.9	43.5-44.8	143-148
2.0 TSI 190	188	137	7.1	36.2-37.7	171-176
1.4 eHybrid 204	201	127	7.8	201.8-235	33-37
1.4 eHybrid 245	242	130	7.0	176.6-188	33-35
2.0 TSI 310	310	155	4.9	32.8-33.2	193-194

DACIA

Sandero 5dr hatch £12,595–£14,495 ★★★★☆

Still as cheap, remarkably likeable and usable as most recent superminis. **LxWxH** 4088x1848x1499 **Kerb weight** 1130kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe	90	111	11.7	53.3	120
1.0 TCe Bi-Fuel	99	114	11.6	52.3	123

Sandero Stepway 5dr hatch £14,395–£16,935 ★★★½☆

A more expensive and slightly more rugged cheap car – but still limited. **LxWxH** 4099x1848x1535 **Kerb weight** 1040kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe	88	107	12	50.4	127
1.0 TCe 100 Bi-Fuel	99	109	11.9	48.7	130-131

Duster 5dr SUV £15,795–£23,245 ★★★★☆

A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4341x2052x1633 **Kerb weight** 1189kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe 90	89	103	13.5	46.3	139
1.3 TCe 130	128	120	10.6	45.6	141
1.3 TCe 150	148	125	9.7	44.8	143
1.0 TCe 100 Bi-Fuel	99	106	14.4	na	146
1.5 dCi 115	113	113	10.3	57.7	128
1.5 dCi 115 4x4	113	108	12.1	51.4	143

Jogger 5dr MPV £17,145–£23,395 ★★★★½

A real reason for families to flock to Dacia dealers. Basic to drive but very versatile. **LxWxH** 4547x1848x1632 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe	107	114	11.2	49.6	130-131

DAVID BROWN AUTOMOTIVE

Speedback GT 3dr coupé £620,000 ★★★★☆

Classic looks are matched with lovely drive thanks to modern Jaguar hardware. **LxWxH** 4760x1860x1350 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8 Auto	601	155	4.8	23.0	292

DS

3 Crossback 5dr SUV £25,900–£34,000 ★★★½☆
First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 100	98	112	10.9	80.4	127
1.2 PureTech 130	128	124	9.2	47.1	141
1.2 PureTech 155	153	129	8.2	46.6-52.0	127-143
1.5 BlueHDI 100	98	112	11.4	62.7	123
50kWh E-Tense	132	93	8.7	191-206	0

4 5dr hatch £28,330–£48,250 ★★★★☆
Lavish, high-riding hatchback gets serious about chasing premium German rivals. **LxWxH** 4400x2061x1470 **Kerb weight** 1352kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	130	9.3	41.4-48.6	132
1.6 PureTech 180	177	143	8.0	43.9	145
1.6 PureTech 225	223	146	7.9	43.7	146
1.6 E-Tense 225	223	145	7.7	176-232	27-35
1.5 BlueHDI 130	128	129	10.9	51.4-61.2	121-144

7 Crossback 5dr SUV £36,760–£56,540 ★★★½☆
DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	129	122	10.2	42.2-46.0	143-152
1.6 PureTech 180	178	137	8.3	42.2	152
1.6 E-Tense 225	223	140	8.9	157-176	36-41
1.6 E-Tense 4x4 300	295	149	5.9	176.6-201.8	32-40
1.5 BlueHDi 130	128	121	11.7	54.1-55.3	143

9 5dr saloon £52,900–£63,315 ★★★★☆
New flagship is a refreshing alternative to the usual German executives. **LxWxH** 4934x2079x1460 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 PureTech 225	223	146	8.1	40.9	155
1.6 E-Tense 225	223	149	8.3	176-256	33-35
1.6 E-Tense 4x4	356	155	5.6	176-256	41-43

FERRARI

Portofino 2dr open £166,295 ★★★★☆
The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8	591	199	3.5	14.7-28.0	230-436

Roma 2dr coupé £175,000 ★★★★½
Gorgeous coupé is a proper grand tourer with a focus on usability. **LxWxH** 4656x1974x1301 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8	612	199	3.4	14.7-28.0	230-436

296 GTB 2dr coupé £241,550 ★★★★★
Latest in a line of fabulous Ferraris gains EV ability but loses nothing in return. **LxWxH** 4656x1974x1301 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0T V6	819	205	2.9	44.1	149

F8 Tributo 2dr coupé/open £203,476 ★★★★★
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8 Tributo	710	211	2.9	21.9	292

812 Superfast 2dr coupé/open £263,098–£446,970 ★★★★★
More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.5 V12	777	211	2.9	11.2-20.0	320
6.5 V12 Competizione	819	211	2.9	13.9	385

SF90 Stradale 2dr coupé/open £400,000 ★★★★★
Plug-in hybrid doesn't do things conventionally. A 986bhp technical masterpiece. **LxWxH** 4710x1972x1186 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0T V8	986	211	2.5	46.3	154

FIAT

Panda 5dr hatch £14,745–£17,745 ★★★½☆
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	166-168
1.0 Mild Hybrid	69	96	14.7	50.4-52.3	126-132

500 3dr hatch/2dr open £16,775–£20,925 ★★★½☆
Super-desirable, cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Mild Hybrid	69	104	13.8	53.3	119-121

500 Electric 3dr hatch/2dr open £28,195–£37,195 ★★★★☆
Shows that small EVs can be viable and can also be fun – to look at, to sit in and to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Electric 24kWh	95	84	9.5	118	0
Electric 42kWh	118	93	9.0	199	0

Tipo 5dr hatch £27,875–£28,175 ★★★½☆
A '90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	124	128	9.3	54.3	119

500X 5dr hatch £22,995–£29,995 ★★★½☆
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0	118	119	10.7	44,8-46.3	141-143
1.5 Hybrid	124	121	9.4	49.5	129-134

FORD

Fiesta 3dr/5dr hatch £19,330–£27,320 ★★★★½
Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.1 75	73	103	14.5	53.3	120
1.0 Ecoboost 100	98	112	10.8	53.3	125
1.0 Ecoboost MHEV 125	123	126	9.4	56.5	114
1.5T Ecoboost 200 ST	197	144	6.5	42.8	151

Focus 5dr hatch £27,060–£39,855 ★★★★½
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Ecoboost MHEV 125	123	124	10.2	52.3	121
1.0 Ecoboost MHEV 155	152	129-131	9.2-9.5	54.3	116
2.3T Ecoboost 280 ST	276	155	5.7	35.3	183
1.5 EcoBlue 120	118	117-122	10.0-10.8	62.8	119-127

Focus Estate 5dr estate £28,220–£38,255 ★★★½☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Ecoboost 125	123	120-123	10.3-10.6	55.4	98-116
1.0 Ecoboost MHEV 155	152	127-130	9.4-9.7	55.4	116
2.3T Ecoboost 280 ST	276	155	5.8-6.0	35.3	183
1.5 EcoBlue 120	118	120	10.6	61.4	120

Ecosport 5dr SUV £23,435–£24,635 ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0T Ecoboost 125	123	111	11.0	45.6	141
1.0T Ecoboost 140	138	115	10.2	45.6	142

Puma 5dr SUV £24,920–£32,350 ★★★★☆
Compact crossover finally has a class leader capable of appealing to petrolheads. **LxWxH** 4186x1805x1554 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0T Ecoboost MHEV 125	123	119	9.8	50.4	127
1.0T Ecoboost MHEV 155	153	124	8.9	50.4	127
1.5 Ecoboost ST	198	137	6.7	41.5	155

Kuga 5dr SUV £30,755–£40,405 ★★★★☆
All-new version of popular SUV mixes dynamism with practicality and refinement. **LxWxH** 4614x1883x1678 **Kerb weight** 1698kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5T Ecoboost 150	148	121	9.7	41.5-42.8	151
2.5 FHEV	198	122	9.1	51.4	125
2.5 PHEV	223	125	9.2	201.8	32

S-Max 5dr MPV £38,540–£43,800 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 FHEV 190	188	115	9.8	44.1	147

Galaxy 5dr MPV £40,700 ★★★½☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 FHEV 190	188	115	10.0	43.5	148

Mustang Mach-E 4dr crossover £50,030–£72,830 ★★★★☆
Likeable, practical high-rise EV has only a badge in common with its coupé namesake. **LxWxH** 4712x1881x1597 **Kerb weight** 1993kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
70kWh Standard RWD	265	111	6.9	273	0
91kWh Extended RWD	290	111	7.0	379	0
91kWh Extended AWD	346	111	5.8	335	0
91kWh GT AWD	480	124	4.4	310	0

Mustang 2dr coupé/open £50,830–£74,540 ★★★★☆
American muscle built for the UK, in coupé and convertible forms. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8	444	155	4.9	23.9	268
5.0 V8 Mach-1	453	166	4.8	22.8	284

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 Ecoboost	650	216	3.0	na	na

Ranger 4dr pick-up £24,369–£47,889 ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	30.7	201-233
3.2 Duratorq TDCI 200	197	109	10.6	32.1-36.2	221-231

GENESIS

GV60 5dr SUV £53,905–£67,505 ★★★★☆
Nascent brand's first EV arrives as a luxurious, efficient SUV, lacks sharpness. **LxWxH** 4515x1890x1470 **Kerb weight** 2095kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77.4kWh Premium	225	115	7.8	323	0
77.4kWh Sport	313	124	5.5	292	0
77.4kWh Sport Plus	483	146	4.0	289	0

G70 4dr saloon £35,325–£41,480 ★★★½☆
Likeable left-field choice has style but struggles to threaten the establishment. **LxWxH** 4685x1850x1400 **Kerb weight** 1675kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0T 197	194	139	8.8	35.4	181
2.0T 245	241	149	6.1	35.4	181
2.2D 200	197	143	7.4	43.5	170

G70 Shooting Brake 5dr estate £33,450–£40,555 ★★★★☆
Best-looking Genesis yet is also the best to drive, despite slightly flat four-pot engines. **LxWxH** 4685x1850x1400 **Kerb weight** 1717kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0T 197	197	135	9.3	32.5-34.0	193-204
2.0T 245	245	146	6.4	32.5-34.0	193-204
2.2D 200	198	140	7.7	41.8	175

GV70 5dr SUV £39,450–£64,405 ★★★★☆
Wilfully different from the posh SUV competition and none the worse for it. **LxWxH** 4715x1910x1630 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5T	301	149	6.1	29.7	216
2.2D	207	133	7.9	40.0	185
77.4kWh	483	146	4.2	283	0

G80 4dr saloon £42,650–£69,805 ★★★★☆
A luxury car for those who've had their fill of the typical premium options. **LxWxH** 4995x1925x1465 **Kerb weight** 1930kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5T	301	155	6.0	31.0	205
87.2kWh	364	139	4.9	323	0

GV80 5dr SUV £59,920–£75,220 ★★★½☆
Rich, spacious and comfortable but not a world-class luxury car just yet. **LxWxH** 4945x1975x1715 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5T	301	147	6.9	27.4-27.7	240
3.0D	268	143	6.9	32	231

GORDON MURRAY AUTOMOTIVE

T33 2dr coupé £1,400,000
Smaller, even more daily-usable sibling of the T50 with the same glorious engine. **LxWxH** na **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V12	607	na	na	na	na

T50 2dr coupé £2,800,000
Ultra-lightweight, V12-powered spritual successor to legendary McLaren F1. **LxWxH** 4352x1850x1164 **Kerb weight** 986kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V12	650	na	na	na	na

HONDA

E 5dr hatch £36,920–£38,120 ★★★½☆
Eminently likeable, with good dynamics but a limited range and ambitious price. **LxWxH** 3894x1752x1512 **Kerb weight** 1520kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
36kWh	136	90	9.0	137	0
36kWh Advance	154	90	8.3	136	0

Jazz 5dr hatch £21,295–£27,610 ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 4044x1694x1526 **Kerb weight** 1300kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 i-MMD	109	108	9.4-9.9	62.8	102-110

Civic 5dr hatch £30,495–£46,995 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 eHEV	181	112	7.8-8.1	156.5-60.1	108-114
2.0 VTEC Turbo Type R	315	169	5.8	33.2	191-193

HR-V 5dr SUV £29,410–£34,850 ★★★½☆
Fine ergonomics and big on superficial charm, but ultimately leaves us cold. **LxWxH** 4340x1790x1582 **Kerb weight** 1380kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 eHEV	131	106	10.7	52.3	122

CR-V 5dr SUV £32,815–£40,910 ★★★★☆
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 i-MMD hybrid	181	112	8.6-9.2	47.4	151-163

NSX 2dr coupé £150,195 ★★★★½
Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 hybrid	573	191	2.9	26.4	242

HYUNDAI

i10 5dr hatch £14,995–£17,595 ★★★★☆
The smallest Hyundai matures and regains leadership of the city car class. **LxWxH** 4035x1734x1474 **Kerb weight** 933kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 MPi	67	97	14.6	53.3	114-120
1.0 T-GDi	99	115	10.5	52.3	123
1.2 MPi	84	106	12.6	51.4	124

i20 5dr hatch £19,285–£25,750 ★★★★☆
Steady gains for a versatile runabout that, N version aside, still lacks personality. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 100	98	117	10.4	47.9-49.6	120
1.0 T-GDi 48V MHD 100	98	117	10.4	54.3-55.4	115-118
1.0 T-GDi 48V MHD 120	118	115	10.2	53.3	120
1.6 T-GDi N	201	142	6.7	40.4	158

i30 5dr hatch £21,510–£34,595 ★★★½☆
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 120	118	118	11.1	45.6	121-122
1.5 T-GDi	157	130	8.6	42.2-46.3	142
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Fastback 4dr saloon £25,960–£34,845 ★★★½☆
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi	157	130	8.6	49.6-52.3	141-151
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Tourer 5dr estate £22,260–£25,210 ★★★½☆
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 120	118	117	11.4	47.9-49.6	130-139

Bayon 5dr SUV £20,880–£25,130 ★★★★☆
Much better at meeting your motoring needs than kindling your affections. **LxWxH** 4180x1775x1500 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 48V MHEV	98	113	10.7	53.3	120-121
1.0 T-GDi 48V MHEV 120	118	115	10.4	53.3	121

Kona 5dr SUV £23,625–£39,900 ★★★★☆
Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4165x1800x1550 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 120	118	112	12.0	44.1-44.8	142-147
1.6 GDi Hybrid	134	119	10.2	52.3	114-123
2.0 T-GDi N	278	149	5.5	32.8	194
Electric 39kWh	134	96	9.6	180	0
Electric 64kWh	201	104	7.6	280	0

Ioniq 5 5dr SUV £45,150–£56,150 ★★★★☆
Won't upend the electric SUV segment, but a compelling option in a developing class. **LxWxH** 4635x1890x1605 **Kerb weight** 1145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77kWh	224	115	7.4	238-315	0
77kWh Premium	320	na	5.1	282	0

Ioniq 6 4dr saloon £46,745–£54,995 ★★★★½
Distinctive saloon with great practicality and road manners and a well-equipped cabin. **LxWxH** 4855x1880x1495 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77kWh	224	115	7.3	238-315	0
77kWh Premium	320	na	5.1	282	0

Tucson 5dr SUV £30,140–£43,630 ★★★★☆
Shows Hyundai can do both style and substance. A family SUV that's easy to like. **LxWxH** 4500x1865x1653 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 T-GDi 150	148	117	10.3	40.9	156
1.6 T-GDi 48V MHEV 150	148	117	9.6	43.5	144-151
1.6 T-GDi 48V MHEV 180	178	125	9.0	39.8	162
1.6 T-GDi Hybrid	228	120	8.0	50.4	127
1.6 T-GDi Plug-in hybrid	263	119	8.6	201.8	31

Santa Fe 5dr SUV £42,445–£50,910 ★★★½☆
Superficial charm and an expansive cabin but not much polish to the powertrain. **LxWxH** 4785x1900x1710 **Kerb weight** 2005kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 T-GDi Hybrid	228	116	8.9-9.1	42.2	145-168
1.6 T-GDi Plug-in hybrid	262	116	8.8	173.7	37
2.2 CRDi	199	127	9.2	na	177-178

Nexo 5dr SUV £69,495 ★★★½☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
95kW Fuel Cell	161	130	9.6	42.0mpkg	0

INEOS

Grenadier 6dr SUV £60,900–£71,900
Has bags of charm on the road and is virtually unbeatable off it. **LxWxH** 4896x1930x2036 **Kerb weight** 2669kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0T 6dr Auto	282	99	8.6	21.4	299
3.0TD 6dr Auto	245	99	9.9	27.4	268

JAGUAR

XE 4dr saloon £32,205–£42,345 ★★★★½
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4678x1850x1416 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P300 AWD	296	155	5.9	30.8-32.4	197-207
2.0 P250	246	150	6.7	34.2	186
2.0 D200	198	146	7.3	54.0-57.7	128-137

XF 4dr saloon £35,100–£47,730 ★★★★½
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1880x1457 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	246	155	6.9	33.0-34.9	183-193
2.0 P300 AWD	296	155	6.1	31.2-32.8	194-204
2.0 D200	198	146	7.6	52.8-56.5	131-140
2.0 D200 AWD	198	143	7.8	48.9-51.3	128-137

XF Sportbrake 5dr estate £37,240–£49,005 ★★★★½
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4955x1880x1494 **Kerb weight** 1660kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	246	150	7.1	32-33.7	189-199
2.0 P300 AWD	296	155	6.2	29.9-31.2	204-213
2.0 D200	198	143	7.8	50.7-53.7	138-146
2.0 D200 AWD	198	143	8.0	47.0-49.1	151-157

F-Type 2dr coupé £67,825–£108,065 ★★★★½
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P300	296	155	5.7	29.9	215
5.0 P450	444	177	4.6	26.0-26.8	239-246
5.0 P575	518	186	3.7	26.4	243

F-Type Convertible 2dr open £66,925–£107,495 ★★★★½
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P300	296	155	5.7	29.6	217
5.0 P450	444	177	4.6	26.0-26.6	241-247
5.0 P575	518	186	3.7	26.4	243

E-Pace 5dr SUV £42,605–£54,260 ★★★½☆
Misses the mark for keen drivers, but is still a desirable SUV nevertheless. **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	245	142	7.5	31.1-31.3	203-205
2.0 P300	295	150	6.9	29.8	214
1.5 P300e	305	134	6.5	143.1	44
2.0 D165	160	128	10.0	43.4-45.4	163
2.0 D165 AWD	160	124	9.8	42.9-43.4	171-172
2.0 D200 AWD	201	131	8.4	42.9-43.0	170-173

F-Pace 5dr SUV £48,660–£84,940 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4731x2071x1666 **Kerb weight** 1690kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250 AWD	246	135	7.3	30.4	214-220
3.0 P400 AWD	394	155	5.4	28.8	222-230
2.0 P400e AWD	398	149	5.3	112.5	51-55
5.0 V8 SVR 550 AWD	548	178	4.0	23.1	275
2.0 D165 AWD	160	121	9.9	45.4	165-171
2.0 D200 AWD	197	130	8.0	45.4	165-171
3.0 D300 AWD	296	143	6.4	38.1	195-202
5.0 V8 SVR	542	178	4.0	23.1	275

I-Pace 5dr SUV £69,995–£79,995 ★★★★½
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
EV400	398	124	4.8	277-287	0

JEEP

Compass 5dr SUV £34,555–£44,455 ★★★☆☆
Wants to be a catch-all crossover but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 48V MHEV	128	120	10.0	47.1-50.4	133-140
1.3 4xe PHEV	238	124	7.3	141-156	44-47

Renegade 5dr SUV £30,010–£38,500 ★★★½☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 GSE T4 150	148	122	9.4	38.2-39.8	151
1.3 Turbo 4xe	188	113	7.5	122.8-134.5	42-49
1.3 Turbo 4xe Trailhawk	238	124	7.1	117.7-128.4	51-53

Wrangler 2dr/4dr SUV £60,280–£62,280 ★★★★☆
Heavy-duty off-roader goes anywhere but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 GME	265	97-110	7.3-7.6	25.4-26.4	248-254

KIA

Picanto 5dr hatch £13,400–£17,450 ★★★★☆
A pleasingly well-rounded and charming value offering, but not in all of its guises. **LxWxH** 3595x1595x1485 **Kerb weight** 977kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0	65	100	14.1	56.5-60.1	119
1.0 T-GDi	997	112	9.9	53.3	120

Rio 5dr hatch £16,150–£21,800 ★★★½☆
More comfortable and more grown-up in fourth-gen form, but not any more fun. **LxWxH** 4065x1993x1450 **Kerb weight** 1143kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 DPi	83	103	12.7	52.3	120-122
1.0 T-GDi	99	113	10.0	53.3	120
1.0 T-GDi 48V	118	116	9.8	51.4	118-125

Ceed 5dr hatch £21,200–£26,045 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi	156	130	8.4	43.5-46.3	129

Ceed Sportswagon 5dr estate £23,245–£26,745 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	131

Proceed 5dr hatch £26,190 ★★★½☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	129

Xceed 5dr hatch £22,395–£32,995 ★★★½☆
Crossover-styled hatch that drives well, but lacks practicality and polish. **LxWxH** 4395x1826x1483 **Kerb weight** 1332kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi 158	156	129	8.7	44.8	142-143
1.6 GDi PHEV	137	99	10.6	217.3	38

Stonic 5dr SUV £20,100–£24,150 ★★★½☆

Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi	116	115	9.9	46.3-47.1	137

Niro 5dr SUV £28,295–£39,575 ★★★½☆

Versatile and well-equipped family transport in a choice of hybrid and EV flavours. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 GDi Hybrid	137	101	11.1	58.9	110-120
1.6 GDi Hybrid PHEV	137	107	10.4	201.8	29
64kWh e-Niro	198	104	7.8	282	0

Soul EV 5dr hatch £32,845–£39,045 ★★★★☆

Electric-only hatch with looks that divide opinion but a competitive range. **LxWxH** 4220x1825x1605 **Kerb weight** 1757kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
39kWh	132	97	9.9	171	0
64kWh	201	104	7.9	280	0

Sportage 5dr SUV £27,800–£45,100 ★★★½☆

Does refinement, handling precision, tech, space and alternative style well. **LxWxH** 4515x1865x1650 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6T GDi	148	117	9.9	41.5	154
1.6T GDi 48V	148	117	9.3	41.5	146
1.6T GDi 48V DCT AWD	148	117	9.4	40.4	158
1.6T GDI PHEV	257	119	7.9	na	na
1.6T GDi HEV	226	120	7.7	49.6	129
1.6T GDi HEV AWD	226	120	8.0	44.1	146
1.6 CRDi	113	108	11.7	53.3	138
1.6 CRDi 48V	134	112	11.0	54.3	135

EV6 5dr SUV £45,245–£62,645 ★★★★☆

Swish, spacious and swift enough to become the pick of the EV crossover bunch. **LxWxH** 4680x1880x1550 **Kerb weight** 2090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77.4kWh	226	114	7.3	328	0
77.4kWh AWD	321	116	5.2	300	0

Sorento 5dr SUV £50,995–£56,995 ★★★½☆

Lacks polish, but its abundant utility appeal and value shine through. **LxWxH** 4810x1900x1695 **Kerb weight** 2006kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 T-GDi HEV	226	119	8.7	40.9	158-166
1.6 T-GDi PHEV	261	119	8.4	176.6	38

KTM

X-Bow 0dr open £57,345–£70,717 ★★★★☆

Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 R	290	143	3.9	na	na
2.0 GT	280	143	4.1	na	na

LAMBORGHINI

Huracán 2dr coupé/open £170,598–£267,633 ★★★★☆

Junior Lambo mixes usability and drama skilfully, in both coupé and Spyder forms. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.2 V10 Evo RWD	608	202	3.3	20.5	330-335
5.2 V10 Evo	631	201	2.9	20.3	332-338
5.2 V10 STO	631	202	3.0	20.3	331

Aventador 2dr coupé/open £274,226–£439,921 ★★★★☆

Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486
6.5 Ultimae	778	221	2.8	13.0	442

Urus 5dr SUV £185,271–£206,732 ★★★★☆

Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	631	190	3.3-3.5	22.2	325

LAND ROVER

Defender 90 5dr SUV £60,705–£113,505 ★★★★½

Breadth of capability matches that of the five-door, with even more kerb appeal. **LxWxH** 4583x2008x1974 **Kerb weight** 2190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P400	398	119	6.0	25.6	256
5.0 P525	518	119	5.2	19.3-19.5	327-330
3.0 D250	246	117	8.0	32.8	226-227
3.0 D300	296	119	6.7	32.7	226

Defender 110 5dr SUV £62,405–£116,580 ★★★★½

Promises, and delivers, unrivalled off-road performance with on-road niceties. **LxWxH** 5018x2008x1967 **Kerb weight** 2209kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P400	398	119	6.1	24.6-24.7	260-261
2.0 P400e	398	119	5.6	85.6	77
5.0 P525	518	119	5.2	19.1	334
3.0 D250	246	117	8.3	32.2	230
3.0 D300	296	119	7.0	32.2	230

Defender 130 5dr SUV £73,895–£100,645 ★★★★☆

Stretched version of cult off-roader packs greater practicality and retains polish. **LxWxH** 5358x2008x1970 **Kerb weight** 2589kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P300	295	119	8.0	24.8	258
3.0 P400	394	119	6.6	24.5	261
3.0 D300	296	119	7.5	32.1	232

Range Rover Evoque 5dr SUV £34,010–£58,015 ★★★★☆

Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P200	198	134	8.6	31.7	201
2.0 P250	248	143	7.6	31.6	201
2.0 P300	298	150	6.4	31.3	203
1.5 P300e	298	132	6.4	166.2-193.5	33-38
2.0 D165	163	120	9.8-10.1	43.4-45.9	160-171
2.0 D200	201	120	8.5	43.8	169

Range Rover Velar 5dr SUV £46,565–£73,815 ★★★★☆

The most car-like Landie ever doesn't disappoint. Expensive, though. **LxWxH** 4804x1930x1685 **Kerb weight** 1829kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	248	135	7.5	27.8-29.2	217-229
3.0 P400	394	155	5.5	27.3-28.0	227-230
2.0 P400e	398	149	5.4	na	na
2.0 D200	201	130	8.2	41.6	168-178
3.0 D300 MHEV	296	143	6.5	36.1-37.2	199-205

Range Rover Sport 5dr SUV £80,325–£116,190 ★★★★½

Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P400	398	140	6.2	27.4	234
3.0 P440e	438	140	5.8	na	na
5.0 V8 P575 SVR	572	176	4.5	19.6	331
3.0 D300	298	130	7.3	34.1	220-247
3.0 D350	348	140	6.9	29.8	249

Range Rover 5dr SUV £99,375–£181,720 ★★★★½

Seminal luxury SUV's new generation covers even more bases than before. **LxWxH** 5052x2047x1870 **Kerb weight** 2379kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P400	398	150	5.8-6.1	28.5-29.3	218-225
3.0 P440e	438	140	6.0	321.9	20-21
3.0 P510e	508	150	5.5	318.4	20-21
4.4 P530 V8	527	155	4.6-4.8	24.0-24.2	264-267
3.0 D300	289	135	6.9	35.8-36.7	204-207
3.0 D350	348	145	6.1-6.3	35.1-36.5	203-211

Discovery Sport 5dr SUV £34,480–£54,865 ★★★★½

Seven seats, at home on road and off road, plus new-found desirability. **LxWxH** 4597x2069x1727 **Kerb weight** 1732kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	247	140	7.8	30.1	211
2.0 P290	288	144	7.4	29.7	214
1.5 P300e	298	130	6.6	143.4-158.6	40-44
2.0 D165	162	112	10.2	41.5	179
2.0 D200	201	117	8.6	41.5	179

Discovery 5dr SUV £60,880–£76,085 ★★★★½

The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4956x2073x1888 **Kerb weight** 2115kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P360	355	130	6.5	26.0-26.4	241-245
3.0 D250	246	120	8.1	33.4-33.7	220-222
3.0 D300	296	130	6.8	33.2-33.5	221-223

LEXUS

ES 4dr saloon £39,980–£56,345 ★★★½☆

Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 VVT-i ES 300h	218	112	8.9	53.2	119

LS 4dr saloon £89,175–£115,680 ★★★½☆

Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 VVT-i LS 500h	348	155	5.4	30.7-36.6	175-208

RC F 2dr coupé £73,820–£90,570 ★★★½☆

An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8	470	168	4.5	23.9	268

LC 2dr coupé/open £88,920–£104,920 ★★★★☆

Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8 LC 500	457	168	4.7	24.3	262
3.5 V6 LC 500h	354	155	5.0	34.8	184

UX 5dr SUV £34,750–£57,095 ★★★½☆

Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 UX 250h	181	110	8.5	50.4	126
2.0 UX 250h E4	181	110	8.7	47.0	136
UX 300e 150kWh	201	100	7.5	195	0

NX 5dr SUV £41,210–£60,950 ★★★★☆

PHEV option and welcome cabin overhaul sustain the allure of the firm's best-seller. **LxWxH** 4660x1865x1640 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 NX 350h	242	124	7.7-8.7	44.1	145
2.5 NX 450h+ PHEV	306	124	6.3	256-313	20-26

RX 5dr SUV £59,950–£75,950 ★★★½☆

Low flexibility, but hybrid powertrain makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 RX 450h	308	124	7.7	34.4	185

LOTUS

Emira 2dr coupé £79,515

Charged with replacing the entire outgoing Lotus range. We've yet to test it. **LxWxH** 4413x1895x1226 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 360	360	176	4.2	na	195
3.0 400	400	180	4.3	29.1	243

Eletre 5dr SUV £90,805–£121,305

Urus-sized, tech-rich, high-performance SUV marks firm's shift to high-tech EV maker. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
112kWh	603	na	na	373	0
112kWh R	905	na	na	304	0

MASERATI

Ghibli 4dr saloon £74,920–£120,625 ★★★☆☆

Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 Hybrid	325	158	5.7	33.2	192
3.0 V6	345	166	5.5	25.2	254
3.0 V6 S	424	178	4.9	25.0	254
3.8 V8	572	203	4.3	23.0	279

Quattroporte 4dr saloon £112,105–£140,630 ★★★☆☆

Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5262x1948x1481 **Kerb weight** 1860kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 S	424	179	5.0	24.8	257
3.8 V8	572	203	4.5	23.2	277

Grecale 5dr SUV £58,500–£95,590 ★★★½☆

For all its promise and character, it needs work if it's to trouble the Porsche Macan. **LxWxH** 4847x1979x1667 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
48V MHEV 300 Auto	296	149	5.6	32.5	198
48V MHEV 330 Auto	325	149	5.3	32.1	199
V6 Trofeo Auto	523	177	3.8	25.2	254

Levante 5dr SUV £77,205–£139,675 ★★★☆☆

Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	339	156	6.0	22.6	283
3.0 V6 S	424	164	5.2	22.4	286
3.8 V8 Trofeo	572	186	4.1	17.8	359

MC20 2dr coupé £206,885–£231,885 ★★★★½

A triumphant return to the supercar ranks: fast and thriling, yet approachable. **LxWxH** 4669x1981x1693 **Kerb weight** 1475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	621	203	2.9	24.6	262

MAZDA

2 5dr hatch £17,205–£21,575 ★★★★☆

Grown up, well made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1515 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Skyactiv-G 75	74	106	11.3	49.6	121
1.5 e-Skyactiv-G	88	114	9.8	60.1	107
1.5 e-Skyactiv-G 115	113	124	9.1	56.5	113

2 Hybrid 5dr hatch £21,820–£25,135

We've yet to drive it, but it's just a rebadged Toyota Yaris, which is a decent supermini. **LxWxH** 3940x1745x1500 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	114	109	9.7	74.3	87

3 5dr hatch £23,265–£30,465 ★★★★☆

Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4460x1795x1435 **Kerb weight** 1411kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 e-Skyactiv-G	120	122	10.4	50.4	124-127
2.0 e-Skyactiv-X 186	183	134	8.1	53.3	118-121

3 saloon 4dr saloon £26,265–£30,465 ★★★★☆

Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4460x1795x1440 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 e-Skyactiv-X 186	183	134	8.1	56.5	114-117

6 4dr saloon £26,340–£33,720 ★★★½☆

A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 Skyactiv-G	143	129	9.9	42.2	152
2.0 Skyactiv-G	163	134	9.4	42.2	152
2.0 Skyactiv-G GT	191	142	8.1	38.2	167

6 Tourer 5dr estate £27,340–£35,080 ★★★½☆

Attractively styled and spacious inside, but only average to drive. **LxWxH** 4805x1840x1480 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 Skyactiv-G	143	128	10.0	41.5	155
2.0 Skyactiv-G	163	133	9.4	41.5	155
2.0 Skyactiv-G GT	191	139	8.1	37.2	172

CX-30 5dr SUV £24,645–£34,555 ★★★★☆

Dynamic qualities, a classy interior and a handsome look set it apart from rivals. **LxWxH** 4395x1795x1540 **Kerb weight** 1334kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 e-Skyactiv-G	120	116	10.6	47.9	134
2.0 e-Skyactiv-X 186	183	127	8.3-8.8	50.4	127

MX-30 5dr SUV £30,050–£34,350 ★★★★☆

Classy and affordable all-electric crossover marred only by its limited range. **LxWxH** 4395x1795x1555 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
35.5kWh	143	87	9.7	124	0
17.8kWh R	167	na	na	na	na

CX-5 5dr SUV £29,135–£39,375 ★★★★☆

Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 165	162	125	10.3	38.7	152-154
2.5 194	191	121	9.2	35.3	182
2.2d 150	148	127	9.9	50.4	151-154
2.2d 184	181	129	9.3	42.8	175

CX-60 5dr SUV £45,420–£48,380 ★★★★☆

Feels upmarket inside and combines tidy handling with easy pace. **LxWxH** 4745x1890x1680 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 PHEV 4WD Auto	323	124	5.8	188.3	33

MX-5 2dr open £25,725–£31,860 ★★★★★

Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Skyactiv-G 132	129	127	8.3	44.1	142
2.0 Skyactiv-G 184	181	136	6.5	40.4	153

MX-5 RF 2dr open £27,625–£34,450 ★★★★★

Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Skyactiv-G 132	129	126	8.6	44.1	142
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	155

McLAREN

Artura 2dr coupé £190,695 ★★★★½

A technical marvel that wears its hybrid tech lightly. **LxWxH** 4539x1976x1193 **Kerb weight** 1498kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 PHEV	671	205	3.0	61.5	104

720S 2dr coupé/open £230,980–£237,880 ★★★★★

The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	710	212	2.9	23.2	276

765LT 2dr coupé £282,420–£312,920 ★★★★½

Longtail treatment puts a deliciously sharp edge on the 720S. **LxWxH** 4600x2161x1159 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	755	205	2.8	23.0	280

GT 2dr coupé £169,980 ★★★★½

Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1339kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	612	204	3.2	23.7	270

MERCEDES-BENZ

A-Class 5dr hatch £31,890–£63,140 ★★★★☆

A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 A180	134	134	8.9	47.9	134-138
1.3 A200	161	140	8.1	47.9	135-145
2.0 A250e	215	146	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	184-193
2.0 AMG A45 S 4Matic+	415	168	3.9	33.6	204-207
1.5 A180d	114	126	9.5	62.8	127-130
2.0 A200d	148	137	8.1	58.9	129-139

A-Class Saloon 4dr saloon £32,485–£47,660 ★★★½☆

Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 A180	134	134	8.9	42.8-48.7	133-137
1.3 A200	161	143	8.1	48.7	133-137
2.0 A250e	215	149	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.8	32.9-36.7	177-187
1.5 A180d	114	128	9.7	56.5-64.2	126-129
2.0 A200d	148	141	8.2	58.9	127-131

CLA 4dr saloon £35,220–£63,515 ★★★★☆

It may use A-Class underpinnings, but it's engineered to be much sportier to drive. **LxWxH** 4688x1830x1444 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 CLA 180	133	134	9.0	47.9	138-140
1.3 CLA 200	161	142	8.2	42.8-47.9	138-140
1.3 CLA 250e	215	149	6.8	282.5	23
2.0 AMG CLA 35 4Matic	302	155	4.9	34.9-37.2	177-187
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	33.2	200-202
2.0 CLA 220d	185	152	7.1	53.3-57.7	132

CLA Shooting Brake 5dr estate £36,220–£64,515 ★★★½☆

The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4688x1830x1447 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 CLA 180	133	130	9.2	35.8-40.9	140-141
1.3 CLA 200	161	140	8.4	35.3-40.9	141-142
1.3 CLA 250e	215	146	6.9	256.8	24
2.0 AMG CLA 35 4Matic	302	155	4.9	36.2	183-191
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	32.8	203-205
2.0 CLA 220d	185	147	7.2	43.5-48.7	135-136

B-Class 5dr hatch £35,110–£43,760 ★★★½☆

A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 B180	134	132	9.0	45.6	140-142
1.3 B200	159	139	8.2	46.3	140-142
1.3 B250e	215	146	6.8	235.4	27
1.5 B180d	114	124	9.8	61.4	137-138
2.0 B200d	148	136	8.3	57.7	134-144
2.0 B220d	187	145	7.2	56.5	136-137

C-Class 4dr saloon £44,240–£71,110 ★★★★☆

Sumptuous interior and impressive tech, but let down by harsh suspension. **LxWxH** 4751x2033x1437 **Kerb weight** 1650kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	221	153	7.3	44.1	146
2.0 C300	278	155	6.0	42.2	152-159
2.0 C300e	331	152	6.1	256.8	14-24
2.0 C220d	218	152	7.3	61.4	120-127
2.0 C300d	283	155	5.7	55.4	133-139
AMG C43	402	155	4.6	31.4	203

C-Class Estate 5dr estate £46,155–£72,670 ★★★½☆

Impressive and tech-filled inside, albeit in a curiously unsatisfying dynamic package. **LxWxH** 4755x2033x1494 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	221	149	7.5	38.1-43.4	149-168
2.0 C300	278	155	6.0	41.0	157
2.0 C300e	331	151	6.2	403.6	15
2.0 C220d	218	151	7.4	57.7	129
2.0 C300d	283	155	5.8	54.4	136
AMG C43	402	155	4.7	31	206

C-Class Coupé 2dr coupé £45,875–£92,025 ★★★★☆

Outgoing two-door keeps a nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	181	149	7.9	37.7-42.2	155-156
2.0 C300	258	155	6.1	35.8-39.8	161-175
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	221-225
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	250
2.0 C220d	192	149	7.0	46.3-52.3	133-145
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	151-164

C-Class Cabriolet 2dr open £49,450–£90,985 ★★★★☆

Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	181	146	7.9	36.2-40.4	167-168
2.0 C300	258	155	6.3	34.0-37.7	173-184
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	229-231
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	258
2.0 C220d	191	145	7.5	44.8-49.6	141-153
2.0 C300d	242	155	6.3	42.2-47.1	153-167

E-Class 4dr saloon £48,775–£120,195 ★★★★☆

A little pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4923x1852x1468 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E200	194	149	7.4	38.2	165-166
2.0 E300e	315	155	5.8	188.3	41
3.0 E450	363	155	5.0	31.7	204
3.0 AMG E53 4Matic+	429	155	4.5	30.4	212-215
4.0 V8 AMG E63 S 4Matic+	603	155	3.4	22.8-23.7	277
2.0 E220d	191	146	7.4	53.3	139-157
2.0 E300d	261	155	6.3	47.9	153-167
2.0 E300de	302	149	5.9	217.3	39
2.9 E400d 4Matic	325	155	5.1	42.2	176-188

E-Class Estate 5dr estate £50,795–£122,195 ★★★★☆

Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E200	197	144	7.7	31.0-35.3	173-174
3.0 V6 AMG E53 4Matic+	429	155	4.6	29.7	216-219
4.0 V8 AMG E63 S 4Matic+	603	180	3.5	22.6-23.3	282
2.0 E220d	191	142	7.8	50.4	148-161
2.0 E300d	242	155	6.6	40.4-46.3	156-159
2.0 E300de	302	146	6.0	188.3	41
2.9 E400d 4Matic	325	155	5.3	40.9	181-192

E-Class Coupé 2dr coupé £51,345–£76,825 ★★★★☆

Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E300	237	155	6.4	31.0	180-182
3.0 E450 4Matic	362	155	5.0	29.1-31.4	201
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	212-215
2.0 E220d	189	145	7.6	43.5-50.4	154-155

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 E300d 4Matic	242	155	6.4	42.2-47.9	166-167
2.9 E400d 4Matic	325	155	5.3	na	189

E-Class Cabriolet 2dr open £57,095–£80,735 ★★★★☆
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E300	237	155	6.6	30.0	189-190
3.0 E450 4Matic	362	155	5.8	28.8-30.7	208
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	217-219
2.0 E220d	189	147	7.8	42.8-48.7	162-163
2.0 E300d	242	155	6.6	40.9-46.3	172
2.9 E400d 4Matic	325	155	5.4	na	193

CLS 4dr saloon £75,440–£86,540 ★★★★☆
Retains the sleek coupé style and has more tech – without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	29.7	216
3.0 CLS 400d 4Matic	325	155	5.0	38.7	191

S-Class 4dr saloon £82,965–£216,960 ★★★★⯪
Bristling with technology, luxury and performance. Sets new class standards. **LxWxH** 5125x1899x1493 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 S500	440	155	4.9	29.7-35.3	181-201
3.0 S580e	510	155	5.2	353.1	19
3.0 S580 Maybach	503	144	4.8	26.2	253-265
6.0 V12 S680 Maybach	612	155	4.5	19.8	325
2.9 S350d	286	155	6.4	39.8-42.8	173-190
2.9 S400d	328	155	5.4	38.2-38.7	192-196

EQS 5dr saloon £105,610–£170,855 ★★★★⯪
Luxurious in every respect and a tantalising showcase for the future. **LxWxH** 5032x1899x1411 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
108kW 450+ 4Matic	325	130	6.2	412-453	0
AMG EQS 53 4Matic+	649	155	3.8	377	0

AMG GT 4-Door Coupé 4dr saloon £141,855–£173,640 ★★★★⯪
Four-door, four-wheel-drive GT is confusing to contemplate but impressive to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8 GT63 S 4Matic+	630	196	3.2	21.4-22.1	294-298

GLA 5dr SUV £37,645–£69,005 ★★★⯪☆
Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 GLA 180	120	124	8.7-9.0	35.3-40.4	151-155
1.6 GLA 200	152	134	8.1-8.4	34.9-39.8	151-155
1.3 GLA 250e	135	137	7.1	201.8	31
2.0 GLA 250 4Matic	204	143	6.6	32.5-35.8	172-174
2.0 AMG GLA 35 4Matic	302	155	5.2	32.5	186-198
2.0 AMG GLA 45 S 4Matic+	415	155	4.3	28.8	215-224
2.0 GLA 200d	150	127	8.6-8.9	52.3	121
2.0 GLA 220d	188	136	7.3	49.6	141-149

EQA 5dr SUV £52,010–£60,510 ★★★☆☆
A competent but entirely average electric SUV. For the money, we expect better. **LxWxH** 4463x1834x1624 **Kerb weight** 1965kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
67kWh 250	188	99	8.5	255-264	0
67kWh 300 4Matic	228	99	7.7	260-268	0
67kWh 350 4Matic	292	99	6.0	268	0

GLB 5dr SUV £39,765–£53,295 ★★★⯪☆
Boxy SUV mixes rough-and-tumble styling cues and seven-seat versatility. **LxWxH** 4634x1834x1659 **Kerb weight** 1555kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 GLB 200	160	129	9.1	40.4	160-165
2.0 AMG GLB 35	302	155	5.2	32.5	198
2.0 GLB 200d	148	127	9.0	47.9	149-156
2.0 GLB 220d	188	135	7.6	47.9	156-158

EQB 5dr SUV £55,310–£62,810 ★★★☆☆
Part-time third row still a rarity in premium electric cars. Otherwise unremarkable. **LxWxH** 4463x1834x1624 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
67kWh 300	228	99	7.7	257	0
67kWh 350	292	99	6.0	257	0

GLC 5dr SUV £53,765–£74,460 ★★★★☆
Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 GLC 300 4Matic	255	149	6.2	34.4	187-198
2.0 GLC 300e 4Matic	320	143	5.7	122.8	53
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.4	233-245
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.7	294-296
2.0 GLC 220d 4Matic	191	134	7.9	47.9	154-167
2.0 GLC 300d 4Matic	242	144	6.5	42.8	178-179
2.0 GLC 300de 4Matic	302	143	6.2	148.7	50

GLC Coupé 5dr SUV £53,080–£99,960 ★★★★☆
A coupé-shaped SUV destined to be outrun by the X4 – unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 GLC 300 4Matic	255	149	6.3	32.8	195-202
2.0 GLC 300e 4Matic	320	143	5.7	104.6	52-54
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.7	232-242
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.1	290-291
2.0 GLC 220d 4Matic	191	135	7.9	44.1	167-173
2.0 GLC 300d 4Matic	242	145	6.6	40.9	182-184
2.0 GLC 300de 4Matic	302	143	6.2	134.5	55

EQC 5dr SUV £72,335–£81,225 ★★★★⯪
Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
80kWh 400 4Matic	408	112	5.1	244-255	0

GLE 5dr SUV £73,305–£123,725 ★★★★☆
The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 GLE 450 4Matic	362	155	5.7	32.5	229
2.0 GLE 300d 4Matic	242	140	7.2	39.2	198-207
2.9 GLE 350d 4Matic	268	143	6.6	36.2	206-214
2.0 GLE 350de 4Matic	317	130	6.8	256.8	29
2.9 GLE 400d 4Matic	328	152	5.7	35.3	220
3.0 V6 AMG GLE 53 4Matic+	432	155	5.3	26.7	246-248
4.0 V8 AMG GLE 63 S 4Matic+	603	155	3.8	na	281

GLE Coupé 5dr SUV £78,330–£133,000 ★★★★☆
May not be your idea of a desirable luxury car, but it's certainly an effective one. **LxWxH** 4946x2014x1716 **Kerb weight** 2295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 AMG GLE 53 4Matic	432	155	5.3	25.7	244
4.0 AMG GLE 63 S 4Matic	603	174	3.8	na	280
2.0 GLE 350de 4Matic	320	130	6.9	313.9	23-24
2.9 GLE 400d 4Matic	327	149	5.7	33.6	219

GLS 5dr SUV £88,500–£177,505 ★★★⯪☆
The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5216x2030x1823 **Kerb weight** 2415kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 GLS 400d 4Matic	327	148	6.3	32.8	227
4.0 GLS 600 Maybach	549	155	4.9	21.4	304
4.0 AMG GLS63	625	174	4.2	23.7	273

G-Class 5dr SUV £131,095–£289,500 ★★★⯪☆
Massively expensive and compromised, but with character in abundance. **LxWxH** 4866x1984x1969 **Kerb weight** 2550kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 400d 4Matic	325	130	6.4	25.7	281-282
4.0 V8 AMG G63 4Matic	578	137	4.5	18.6-18.8	373

AMG GT 2dr coupé/open £108,390–£377,120 ★★★★☆
Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8 GT	522	193-194	3.7-3.8	21.9-22.1	289-290
4.0 V8 GT R	577	198	3.6	22.1	289
4.0 V8 GT Black Series	718	202	3.2	22.1	292

MG

3 5dr hatch £13,795–£15,495 ★★★⯪☆
Neatly tuned and nice sporty styling. Breaks the mould for budget superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 VTi-Tech	104	108	10.9	42.3	152

5 SW EV 5dr estate £30,995–£33,495 ★★★⯪☆
Segment-first electric estate could be all the real-world EV you need. **LxWxH** 4544x1729x1509 **Kerb weight** 1532kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
61kWh	154	115	7.7	250	0

ZS 5dr SUV £17,795–£35,495 ★★★☆☆
Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 VTi-Tech	104	109	10.9	41.5	155
1.0T GDi	109	112	12.4	38.6	166
45kWh EV	143	87	8.5	163	0
73kWh EV	156	108	8.4	273	0

HS 5dr SUV £23,495–£33,595 ★★★☆☆
Goes big on metal for the money but covers its budget roots with mixed success. **LxWxH** 4574x1876x1664 **Kerb weight** 1489kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi	162	118	9.9	36.2-37.2	168
1.5 T-GDi PHEV	254	118	7.1	155.8	43

MINI

3dr Hatch 3dr hatch £22,565–£34,945 ★★★★⯪
Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 One	101	121	10.1-10.2	49.6	130
1.5 Cooper	134	130	7.8-7.9	48.7-49.6	130-132
2.0 Cooper S	189	145-146	6.7-6.8	44.1	145
2.0 John Cooper Works	227	152	6.1-6.3	39.8	160

Electric 3dr hatch £29,000–£35,050 ★★★★☆
Won't break records on range or usability, but has plenty of zip and driver appeal. **LxWxH** 3850x1727x1414 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
33kWh	180	93	7.3	144	0

Convertible 2dr open £25,465–£38,145 ★★★⯪☆
A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	134	128	8.8	46.3	138-139
2.0 Cooper S	175	143	7.2	42.2	151
2.0 John Cooper Works	227	150	6.6	39.2	165

5dr Hatch 5dr hatch £23,225–£31,760 ★★★★⯪
Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 One	101	119	10.6	49.6	130
1.5 Cooper	134	129	8.4	48.7-49.6	131-132
2.0 Cooper S	175	146	6.9	44.1-45.6	141-146

Clubman 5dr hatch £27,015–£40,305 ★★★★☆
Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	134	128	9.2	47.1	136-137
2.0 Cooper S	175	142	7.3	42.2	152-153
2.0 John Cooper Works All4	302	155	4.9	38.2	169

Countryman 5dr hatch £28,815–£42,650 ★★★⯪☆
Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	136	124	9.7	44.8	143
1.5 Cooper All4	136	122	10.3	40.9	157-158
1.5 Cooper S E All4 PHEV	217	122	6.8	156.9	41
2.0 Cooper S	192	140	7.5-7.6	42.2-42.8	151-152
2.0 Cooper S All4	192	138	7.6	40.4	158-159
2.0 John Cooper Works All4	302	155	5.1	37.2	174

MORGAN

Plus Four 2dr open £63,635 ★★★⯪☆
Morgan's four-cylinder lifeblood model gets 21st-century underpinnings. **LxWxH** 3830x1500x1250 **Kerb weight** 1013kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	255	149	5.1	38.8	165

Plus Six 2dr open £82,995 ★★★⯪☆
Feels like progress in lots of ways, but not yet the driver's car it might be. **LxWxH** 3890x1756x1220 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0	335	166	4.2	38.2	180

NISSAN

Micra 5dr hatch £17,235–£20,315 ★★★★☆
Refreshed look and better handling makes it an enticing choice. Has its flaws, though. **LxWxH** 3991x1743x1455 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 IG-T 92	91	111	11.8	50.4	123-129

Leaf 5dr hatch £28,995–£36,445 ★★★★☆
Better looks, better value and better range from this second-gen electric hatch. **LxWxH** 4387x1768x1520 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
40kWh	147	90	7.9	168	0
62kWh	214	98	6.9-7.3	239	0

Juke 5dr hatch £20,695–£30,425 ★★★⯪☆
Second-generation crossover is impressive in some respects, but outstanding in few. **LxWxH** 4135x1765x1565 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 DiG-T 114	114	112	10.7	47.9	134-139

Qashqai 5dr SUV £26,405–£41,340 ★★★★☆
Ticks the important family car boxes, but ICE powertrain lacks refinement. **LxWxH** 4425x2084x1625 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 DiG-T 140	138	122	10.2	44.3	143-144
1.3 DiG-T 158	156	123	9.9	41.5-44.4	145

X-Trail 5dr SUV £32,030–£47,155 ★★★⯪☆
Shortfalls on refinement and drivability, plus a slight lack of the original's character. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 DiG-T 160	158	123	11.5	37.8-38.5	166-173

NOBLE

M600 2dr coupé £248,000–£287,600 ★★★⯪☆
Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** 4360x1910x1120 **Kerb weight** 1198kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8	662	225	3.0	16.8	333

ORA

Funky Cat 5dr hatch £31,995 ★★★★☆
A charismatic and good-value electric hatchback from China's Great Wall Motor. **LxWxH** 4235x1825x1603 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
126kW 48kWh	169	99	8.3	193	0

PEUGEOT

208 3dr/5dr hatch £20,340–£34,595 ★★★⯪☆
A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 75	72	106	14.9	58.9	124
1.2 PureTech 100	98	117	9.9	53.0	124-126
1.2 PureTech 130	128	129	8.7	51.9	128
50kWh e-208	136	93	8.1	194-217	0
1.5 BlueHDi 100	99	117	10.2	70	109-110

308 5dr hatch £27,130–£41,140 ★★★★☆
Brings electrification and design flair but retains the old model's dynamic character. **LxWxH** 4365x1850x1441 **Kerb weight** 1288kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	9.7	52.1	122
1.6 Hybrid	180	140	7.6	213-281	23-30
1.6 Hybrid 225	225	146	8.0	213-266	24-30
1.5 BlueHDi	131	129	10.6	65.4	113-114

308 SW 5dr estate £28,330–£42,340 ★★★★☆
Blends character and practicality, without compromising on the hatchback's style. **LxWxH** 4635x2062x1442 **Kerb weight** 1345kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	9.9	52.1	122
1.6 Hybrid	180	139	7.7	213-281	25-30
1.6 Hybrid 225	225	146	7.6	213-266	26-30
1.5 BlueHDi	131	129	10.9	65.0	113-114

408 5dr hatch £31,050–£46,500 ★★★★☆
Comfortable, spacious, stylish companion targets fleet buyers and hits the bullseye. **LxWxH** 4687x1859x1478 **Kerb weight** 1467kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	na	na	137
1.6 Hybrid	180	140	na	na	154
1.6 Hybrid 225	222	145	7.8	211.3-269.5	28

508 4dr saloon £33,945–£54,775 ★★★★☆
Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	127	8.1	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	126	10.0	62.0	124

508 SW 5dr estate £35,695–£56,575 ★★★☆☆
Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	127	8.3	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	129	10.1	62.0	127

2008 5dr SUV £24,295–£39,850 ★★★★☆
Compact crossover has most rivals licked, but class is still waiting for a game-changer. **LxWxH** 4300x1770x1550 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 100	98	115	10.9	52.0	125-127
1.2 PureTech 130	128	122	8.9	50.6	132
1.2 PureTech 155	153	129	8.2	46.6	141
50kWh e-2008	136	93	8.5	191-206	0
1.5 BlueHDi	98	115	11.4	62.7	118-120

3008 5dr SUV £32,605–£49,640 ★★★★☆
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.5-10.8	37.2	146-149
1.6 Hybrid	223	146	5.9	157-222	29
1.6 Hybrid4	298	149	5.9	166-235	36
1.5 BlueHDi 130	126	119	9.5	55.1	137-139

5008 5dr SUV £36,570–£42,610 ★★★★☆
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.4-10.9	46.0	150-153
1.6 PureTech 180	178	135	8.3	39.6	168-170
1.5 BlueHDi 130	129	119	10.7	57.3	139-142
2.0 BlueHDi 180	175	131	9.1	47.3	164-166

PININFARINA

Battista 2dr coupé £2,000,000 ★★★★☆
Considering its ridiculous power, that it's such a joy to drive is a marvel in itself. **LxWxH** na **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1417kW 120kWh	1900	217	2.0	311	0

POLESTAR

2 5dr hatch £43,150–£52,950 ★★★★☆
High-rise saloon takes the EV off in a development direction all of its own. **LxWxH** 4607x1859x1478 **Kerb weight** 2048kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
63kWh Standard Range	221	99	7.4	273	0
78kWh Long Range	228	99	7.4	317	0
78kWh Long Range AWD	402	127	4.2	298	0

PORSCHE

718 Boxster 2dr open £51,175–£82,270 ★★★★⯪
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	290	170	4.9-5.1	32.5	198
2.0 T	296	170	4.7-5.3	32.5	199
2.5 S	339	177	4.4-4.6	29.1	229
4.0 GTS	396	182	4.5	25.9	247
4.0 Spyder	414	189	4.4	25.4	251

718 Cayman 2dr coupé £49,175–£116,120 ★★★★★
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	290	170	4.9-5.1	32.8	197
2.0 T	296	170	4.9-5.3	35.5	198
2.5 S	339	177	4.4-4.6	29.1	228
4.0 GTS	396	182	4.5	25.9	247
4.0 GT4	414	188	4.4	25.7	251
4.0 GT4 RS	493	196	3.4	21.4	299

911 2dr coupé £91,870–£216,620 ★★★★⯪
Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 Carrera	380	182	4.0	27.4	233
3.0 Carrera 4	380	180	4.0	26.9	238
3.0 Carrera S	444	191	3.7	27.4	234
3.0 Carrera 4S	444	190	3.4	26.9	239
3.0 Carrera GTS	473	193	3.4	24.8-26.4	244-258
3.0 Carrera 4 GTS	473	193	3.3	24.8-26.6	240-259
3.0 Targa 4	380	179	4.4	26.9	239
3.0 Targa 4S	444	189	3.8	26.4	244
3.0 Targa 4 GTS	473	193	3.4	24.8-27.1	236-258
4.0 GT3	503	199	3.4	21.7-21.9	283-304
3.7 Turbo	572	199	2.8	23.5	271
3.7 Turbo S	641	205	2.7	23.5	271
Sport Classic	542	205	4.1	22.4	285

911 Cabriolet 2dr open £101,870–£181,320 ★★★★☆
Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 Carrera	380	180	4.4	27.2	236
3.0 Carrera 4	380	180	4.4	26.9	238
3.0 Carrera S	444	190	4.4	27.4	233
3.0 Carrera 4S	444	188	3.6	26.6	241
3.0 Carrera GTS	473	192	3.6	26.9	239
3.0 Carrera 4 GTS	473	191	3.5	25.0	244
3.7 Turbo	572	199	2.9	23.3	275
3.7 Turbo S	641	205	2.8	23.3	275

Panamera 4dr saloon £74,970–£145,970 ★★★★★
Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 V6	325	168	5.6	27.7	232
2.9 V6 4	325	167	5.3	27.2	235
2.9 V6 4S	434	183	4.3	27.4	234
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	185	3.7	78.5-85.6	60
4.0 V8 GTS	473	186	3.9	23.3	275
4.0 V8 Turbo S	621	196	3.1	22.1	289
4.0 V8 Turbo S E-Hybrid	690	196	3.2	97.4-104.6	62-66

Panamera Sport Turismo 5dr estate £80,170–£149,170 ★★★★⯪
The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 V6 4	325	163	5.3	26.4	242
2.9 V6 4S	434	180	4.3	26.4	242
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	182	3.7	78.5-85.6	60
4.0 V8 GTS	473	181	3.9	22.8	280
4.0 V8 Turbo S	621	196	3.1	21.7	295
4.0 V8 Turbo S E-Hybrid	690	196	3.2	94.2-97.4	65-69

Taycan 4dr saloon £75,555–£142,455 ★★★★⯪
First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
79kWh	405	143	5.4	220-268	0
79kWh 4S	527	155	4.0	252	0
93kWh	472	143	5.4	253-301	0
93kWh 4S	563	155	4.0	287	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	161	3.2	280	0
93kWh Turbo S	751	161	2.8	256	0

Taycan Sport Turismo 5dr estate £76,555–£143,455 ★★★★⯪
Less rugged than the Cross Turismo, but no less capable. **LxWxH** 4963x2144x1390 **Kerb weight** 2250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
79kWh	405	143	5.4	222-269	0
79kWh 4S	527	155	4.0	222-274	0
93kWh	472	143	5.4	259-306	0
93kWh 4S	563	155	4.0	259-306	0
93kWh GTS	590	155	3.7	263-304	0
93kWh Turbo	670	155	3.2	263-305	0
93kWh Turbo S	751	155	2.8	267-285	0

Taycan Cross Turismo 5dr estate £84,555–£143,455 ★★★★⯪
Melds together two vehicle types, and somehow hangs together, brilliantly. **LxWxH** 4974x2144x1409 **Kerb weight** 2320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
93kWh 4	472	137	5.1	242-283	0
93kWh 4S	563	149	4.1	241-281	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	155	3.3	245-281	0
93kWh Turbo S	751	155	2.9	241-260	0

Macan 5dr SUV £52,870–£70,870 ★★★★⯪
Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4696x1923x1624 **Kerb weight** 1770kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	263	144	6.4	26.4	228
2.0 T	263	144	6.4	26.4	224-239
3.0 V6 S	377	161	4.8	25.4	251
3.0 GTS	438	169	4.5	25.0	255

Cayenne 5dr SUV £66,120–£134,265 ★★★★⯪
Refreshed look, improved engines and interior, and a better SUV overall. **LxWxH** 4926x2194x1673 **Kerb weight** 2175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	335	152	6.2	22.6-24.6	259-283
3.0 V6 E-Hybrid	456	157	5.0	76.3-91.1	71-83
2.9 V6 S	340	152	6.2	21.9-23.9	268-292
4.0 V8 GTS	453	168	4.8	20.0-21.2	301-219
4.0 V8 Turbo	542	178	4.1	20.0-20.9	305-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	86-92

Cayenne Coupé 5dr SUV £69,520–£149,930 ★★★★☆
Little different to drive from the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	335	150	6.0	22.6-24.4	263-283

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 E-Hybrid	456	157	5.1	76.3-88.3	73-85
2.9 V6 S	428	163	5.0	21.9-23.5	271-292
4.0 V8 GTS	453	168	4.5	20.2-21.2	302-318
4.0 V8 Turbo	533	178	3.9	20..0-20.9	307-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	87-92
4.0 V8 GT	632	186	3.1	20.0	319

RADICAL

Rapture 0dr open £110,000 ★★★½☆
Not as well mannered as some lightweights but spectacular in its track-day element. **LxWxH** 4100x1790x1130 **Kerb weight** 765kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.2 Turbo	360	165	3.1	na	na

RXC GT 2dr open £145,000 ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 400	400	179	2.8	na	na
3.5 V6 650	650	180	2.7	na	na

RENAULT

Clio 5dr hatch £18,895-£23,995 ★★★★☆
Plusher, smoother and much more mature. A car of substance as well as style. **LxWxH** 4047x1728x1440 **Kerb weight** 1148kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe 90	88	112	12.2	54.4	117
1.6 E-Tech Hybrid	138	112	9.3	65.7	96

Zoe 5dr hatch £29,995-£31,995 ★★★½☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
50kWh R135	132	87	9.5	232	0

Captur 5dr SUV £22,295-£33,895 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe 90	89	104	14	47.9	133-134
1.6 E-Tech Hybrid	140	106	10.6	56.5	113-114
1.6 E-Tech PHEV	156	107	10.1	217.3	30-33

Kadjar 5dr SUV £26,295-£27,895 ★★★½☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 TCe 140	138	124	9.8	45.6	143-147

Arkana 5dr SUV £26,795-£32,295 ★★★½☆
Showy styling clothes an eminently sensible but unspectacular car. **LxWxH** 4568x1820x1576 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 TCe Mild Hybrid 140	138	127	9.8	48.7	132
1.6 E-Tech Hybrid 145	143	107	10.8	58.9	108

Mégane E-Tech Electric 5dr SUV £36,995-£40,995 ★★★★☆
More fun than most EVs while also efficient, comfortable and tech-savvy. **LxWxH** 4200x1860x1505 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
EV60 160kW 60kWh	215	99	7.5	280	0

RIMAC

Nevera 2dr coupé £2,000,000 ★★★★☆
Electric hypercar from Croatian specialist is sibling of fantastic Pininfarina Battista. **LxWxH** 4750x1986x1208 **Kerb weight** 2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1427kW 120kWh	1914	256	2.0	340	0

ROLLS-ROYCE

Wraith 2dr coupé £282,220-£324,220 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.6 V12	624	155	4.6	18.5-18.6	347-348

Dawn 2dr open £305,620-£347,620 ★★★★½
Essentially as Wraith, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.6 V12	563	155	5.0	16.8-17.4	367-380

Ghost 4dr saloon £275,020-£320,020 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.6 V12	563	155	4.9-5.0	18.5-18.6	347-348

Phantom 4dr saloon £378,820-£450,820 ★★★★★
Phantom takes opulent luxury to a whole new level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.75 V12	563	155	5.1-5.2	18.6-18.8	341-344

Cullinan 4dr SUV £303,220-£347,020 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.75 V12	563	155	5.2	17.3-18.1	355-370

SEAT

Ibiza 5dr hatch £17,955-£22,100 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 MPI 80	79	106	15.3	50.4-52.3	122-128
1.0 TSI 95	93	113	10.9	52.3	124-125
1.0 TSI 110	109	121	10.3	51.4	123-124

Leon 5dr hatch £22,515-£32,790 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	122	10.8	51.4-52.3	123-126
1.0 eTSI	108	119	10.6	50.4-51.4	124-129
1.5 TSI Evo 130	128	129	9.4	49.6-51.4	124-128
1.5 TSI Evo 150	148	135	8.7	48.7	133
2.0 TSI Evo 190	188	144	7.2	42.2	131-154
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI 150	113	124	8.9	64.2-65.7	113-115

Leon Estate 5dr estate £23,500-£35,445 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 100	108	124	11.2	49.6-51.4	126-129
1.0 eTSI	108	124	11	49.6	130
1.5 TSI Evo 130	128	130	9.7	49.6-51.4	125-128
1.5 TSI Evo 150	148	135	9	47.9-48.7	132-133
2.0 TSI Evo	188	145	7.4	42.2	151-152
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI 150	113	124	9.2	64.2-65.7	114-116

Arona 5dr SUV £20,960-£26,870 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	93	107	11.2	51.4	124
1.0 TSI 115	113	113	9.8-10.0	47.9-53.3	121-134
1.5 TSI Evo 150	148	127	8.3	44.8-45.6	140-143

Ateca 5dr SUV £26,395-£38,270 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	112	11.3	44.1-46.3	139-146
1.5 TSI Evo 150	148	124	9	42.2-43.5	149-152
2.0 TSI 190	188	133	7.1	34.9-35.3	181-183
2.0 TDI 116	114	115	10.9	54.3-55.4	135-137
2.0 TDI 150	148	126	9.3	55.4-58.9	141-166
2.0 TDI 150 4Drive	148	122	8.7	47.1-48.7	141-166

Tarraco 5dr SUV £32,255-£44,170 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI Evo 150	148	124	9.9	38.7-41.5	155-166
2.0 TSI 4Drive 190	188	130	7.8	31.0-31.7	201-207
2.0 TSI 245	242	142	6.3	32.1-32.8	195-200
2.0 TDI 150	148	124	10.2	49.6-52.3	144-150
2.0 TDI 200 4Drive	197	130	7.8	41.5-42.8	172-178

SKODA

Fabia 5dr hatch £17,990-£21,125 ★★★★☆
Strong ergonomics and fine road manners – if you buy one of the more powerful models. **LxWxH** 4108x1780x1459 **Kerb weight** 1119kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 MPI 80	78	111	15.6	55.4	116
1.0 TSI	93	121	10.7	55.4	115-116
1.0 TSI 110	109	127	9.9	57.6	113-127

Scala 5dr hatch £20,120-£26,430 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	94	118	10.9	53.3	119-120
1.0 TSI 110	108	123	10.1	51.4-53.3	120-124
1.5 TSI 150	148	137	8.1	50.4-51.4	125-128

Octavia 5dr hatch £23,650-£37,055 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4689x1829x1470 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	113	129	10.8	54.3-56.5	115-117
1.5 TSI 150	148	143	8.5	52.3-53.3	121-123
2.0 TSI vRS	242	155	6.8	40.9	157
2.0 TDI 116	114	131	10.2	68.9	109
2.0 TDI 150	148	143	8.7	64.2-67.3	109-115
2.0 TDI 200 vRS	197	154	7.4	56.5	130
2.0 TDI 200 vRS 4x4	197	150	6.8	51.4	145

Octavia Estate 5dr estate £24,630-£38,295 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	113	125	11	53.3-54.3	118-119
1.5 TSI 150	148	139	8.6	50.4-52.3	123-126
2.0 TSI vRS	242	155	6.8	40.4	159
2.0 TDI 116	114	128	10.3	67.3	111
2.0 TDI 150	148	139	8.6	62.8-65.7	112-118
2.0 TDI 200 vRS	197	152	7.5	55.4	132
2.0 TDI 200 vRS 4x4	197	147	7.1	50.4	147

Superb 5dr hatch £30,255-£44,140 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4869x1864x1469 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	137	9.2	40.4-44.8	142-157
2.0 TSI 190	188	148	7.7	38.2-39.2	162-168
2.0 TSI 280 4x4	276	155	5.3	32.2-34.0	188-193
1.4 iV PHEV	215	138	7.4	148.7-188.3	33-42
2.0 TDI 150	148	138	9.1	54.3-58.9	125-136
2.0 TDI 200	197	151	7.9	51.4-53.3	140-145
2.0 TDI 200 4x4	197	148	7.3	47.9	154

Superb Estate 5dr estate £31,505-£42,985 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	132	9.3	40.9-45.6	141-157
2.0 TSI 190	188	143	7.8	39.8-40.9	162-168
2.0 TSI 280 4x4	276	155	5.3	33.2-34.0	188-194
1.4 iV PHEV	215	140	7.5	148.7-188.3	33-42
2.0 TDI 150	148	133	9.2	53.3-57.7	129-140
2.0 TDI 200	197	145	8	49.6-51.4	140-144
2.0 TDI 200 4x4	197	142	7.4	47.9	157

Kamiq 5dr SUV £22,040-£27,625 ★★★½☆
Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	93	112	11.2	49.6	129
1.0 TSI 115	112	120	10.3	47.1-49.6	130-136
1.5 TSI	148	132	11.2	46.3-47.9	133-139

Karoq 5dr SUV £26,545-£38,805 ★★★★☆
Yeti replacement may not have its forebear's quirkiness, but it's brilliant otherwise. **LxWxH** 4382x1841x1603 **Kerb weight** 1265kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	117	11.3	44.8-47.9	133-143
1.5 TSI	148	126	9	42.8-44.8	143-149
20 TSI 190 4x4	188	132	7	33.2	191
2.0 TDI 116	114	118	10.7	58.9	126
2.0 TDI 150	148	127	9.0	50.4-52.3	142-148
2.0 TDI 150 4x4	148	121	8.8	42.8	172-174

Enyaq iV 5dr SUV £38,970-£51,765 ★★★★☆
Practical, rangy and well priced. Hits a sweet spot in the EV market. **LxWxH** 4649x1879x1621 **Kerb weight** 1917kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
62kWh 60	177	99	8.7	256	0
82kWh 80	201	99	8.5	331	0
82kWh 80x Sportline	263	99	6.9	303	0

Enyaq Coupé iV 5dr SUV £54,370 ★★★½☆
More style-led EV is the first to wear Skoda's performance badge. **LxWxH** 4653x1882x1660 **Kerb weight** 2204kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
82kWh vRS	299	111	6.4	312	0

Kodiaq 5dr SUV £33,485-£48,075 ★★★★☆
Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. **LxWxH** 4697x1882x1676 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	123	9.3	37.2-39.2	164-172
2.0 TSI 190 4x4	188	132	7.8	32.1-32.5	196-200
2.0 vRS	242	144	6.6	32.5	198
2.0 TDI 150	148	123	9.8	46.3-47.9	154-161
2.0 TDI 150 4x4	148	120	9.6	44.8-47.9	155-165
2.0 TDI 200 4x4	197	131	7.8	41.5-42.5	175-178

SMART

EQ Fortwo 3dr hatch/open £22,225-£23,375 ★★½☆☆
Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
17kWh	79	81	11.6-11.9	81-84	0

EQ Forfour 5dr hatch £22,295-£23,445 ★★½☆☆
Four doors bring more mainstream practicality, but still hobbled by low range. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
17kWh	79	81	12.7	84	0

SSANGYONG

Tivoli 5dr SUV £19,645-£23,395 ★★★½☆
Trails the Duster as the best-value small crossover – but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2P 128	126	112	10.6	47.9	158
1.5P 163	160	112	na	42.8	161-164
1.6D 136	130	108	na	50.4	145

Korando 5dr SUV £21,795-£32,215 ★★★☆☆
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 GDi-Turbo	160	119	12.0	37.2	172
1.6 D 2WD	133	112	12.0	45.2	159-164
1.6 D 4WD	133	112	12.0	41.5	178
e-Motion 140kW 61.5kWh	187	97	9.0	294	0

Rexton 5dr SUV £38,600-£45,745 ★★★½☆
A vast improvement. Better on the road but without ditching its agricultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.2d 181	178	115	11.3-11.9	32.9	205-227

SUBARU

Outback 5dr estate £36,845-£42,345 ★★½☆☆
Acceptable in isolation, but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5i	172	130	10.2	33.0	193

Forester 5dr SUV £37,885-£40,885 ★★★☆☆
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0i e-Boxer	148	117	11.8	34.7	185

XV 5dr SUV £33,195-£35,195 ★★★☆☆
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0i e-Boxer	148	120	10.7	35.7	180

Solterra 5dr SUV £49,995-£52,995 ★★★★☆
The classic Subaru traits are all carried over into the firm's first EV. **LxWxH** 4690x1860x1650 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
150kW 71.4kWh	215	99	6.9	289	0

SUZUKI

Ignis 5dr hatch £14,749-£18,249 ★★★★☆
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Dualjet 12V	83	103	12.7	52.3	110-112
1.2 Dualjet 12V Allgrip	83	103	12.8	48.6	121

Swift 5dr hatch £15,999-£23,070 ★★★½☆
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Dualjet 83 12V	82	112	13.1	59.7	106
1.2 Dualjet 83 12V Allgrip	82	106	13.8	52.3	121
1.4 Boosterjet 48V Sport	129	130	9.1	50.4	125

Swace 5dr estate £27,499-£29,299 ★★★½☆
Rebadged Toyota Corolla Touring Sports serves as a useful addition to Suzuki's line-up. **LxWxH** 4655x1790x1460 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 Hybrid	120	112	11.1	64.2	99

Vitara 5dr SUV £23,749-£29,299 ★★★½☆
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 Boosterjet 48V	127	118	9.5	52.7	128
1.4 Boosterjet 48V Allgrip	127	118	10.2	45.2	140

SX4 S-Cross 5dr SUV £25,499-£32,049 ★★★☆☆
Latest round of updates help keep it a decent budget offering. **LxWxH** 4300x1785x1593 **Kerb weight** 1305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 Boosterjet 48V	127	121	10.2	53.2	120
1.4 Boosterjet 48V Allgrip	127	118	10.2	46.3	139

Across 5dr SUV £48,129 ★★★½☆
Rebadged Toyota PHEV plunges Suzuki convincingly into several new segments. **LxWxH** 4635x1855x1690 **Kerb weight** 1915kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 PHEV	182	112	6.0	282.4	22

TESLA

Model S 5dr hatch £91,980-£118,980 ★★★★½
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
AWD	670	155	3.1	405	0
Plaid	1020	200	2.0	396	0

Model 3 4dr saloon £42,990-£59,990 ★★★★☆
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
RWD	320	140	5.3	267	0
Long Range	434	145	4.2	360	0
Performance	522	162	3.1	352	0

Model Y 5dr SUV £44,990-£59,990 ★★★★☆
A compelling proposition, with respectable dynamics and a long range. **LxWxH** 4751x2129x1624 **Kerb weight** 2072kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Long Range	434	133	5.0	315	0
Performance	563	155	3.5	303	0

Model X 5dr SUV £98,980-£110,980 ★★★★½
A genuine luxury seven-seat electric SUV that also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
AWD	670	155	3.8	348	0
Plaid	1020	163	2.5	340	0

TOYOTA

Aygo X 3dr hatch £15,095-£16,280 ★★★½☆
City car returns from SUV boot camp ready for the ultimate series of speed bumps. **LxWxH** 3700x1740x1525 **Kerb weight** 1360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 VVT-i	71	98	14.9	57.6	110

Yaris 5dr hatch £21,110-£25,070 ★★★½☆
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 1310kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 VVT-i Hybrid	114	109	9.7	65.7-68.9	92-98

GR Yaris 5dr hatch £31,070-£34,670 ★★★★★
Focused, exhilarating all-wheel-drive hot hatch is the most exciting Toyota in ages. **LxWxH** 3995x1805x1455 **Kerb weight** 975kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 AWD	253	143	5.5	na	186

Corolla 5dr hatch £30,210-£35,145 ★★★★☆
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	122	111	9.2	57.6-62.8	102-112
2.0 VVT-i Hybrid	180	111	7.5	53.3-57.6	111-120

Corolla Touring Sports 5dr estate £31,545-£36,860 ★★★★☆
More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	122	111	9.2	56.5-62.8	103-113
2.0 VVT-i Hybrid	180	111	7.5	53.3-56.5	112-121

Prius 5dr hatch £24,890-£35,400 ★★★★☆
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	120	112	10.6	58.9-67.3	94-109

Prius Plug-in Hybrid 5dr hatch £32,645-£34,745 ★★★★☆
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	120	101	11.1	188.3-217.3	29-35

Yaris Cross 5dr SUV £24,840-£31,465 ★★★½☆
A credible compact SUV, buoyed by good driving dynamics and efficiency. **LxWxH** 4180x1765x1595 **Kerb weight** 1175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	114	106	11.2	56.5-64.2	100-112
1.5 Hybrid AWD	114	106	11.8	55.4	115

C-HR 5dr SUV £29,920-£36,050 ★★★★☆
Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 Hybrid	119	105	11.0	57.7-58.9	109-110
2.0 Hybrid	181	112	8.2	53.3-54.3	119

RAV4 5dr SUV £35,350-£45,755 ★★★☆☆
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 Hybrid	194	112	8.4	50.4-51.3	126-131
2.5 Hybrid AWD	194	112	8.1	47.9-48.7	131-134
2.5 PHEV	302	112	6.0	na	na

Land Cruiser 3dr 3dr SUV £46,235 ★★★½☆
A proper countryside workhorse that will never let you down. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.8 D-4D	201	109	12.7	27.7-30.1	239-267

Land Cruiser 5dr 5dr SUV £47,580-£63,580 ★★★½☆
Likeably simple, functional and worth considering if you need a dual-purpose SUV. **LxWxH** 4840x1885x1845 **Kerb weight** 2135kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.8 D-4D	201	109	12.7	27.7-30.4	245-267

Highlander 5dr SUV £55,210 ★★★½☆
Seven-seater bucks the trend of large hybrid SUVs being of the plug-in variety. **LxWxH** 4966x1930x1755 **Kerb weight** 2050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 Hybrid	244	112	8.3	39.8	159-160

Mirai 4dr saloon £49,995-£64,995 ★★★★☆
A courageous endeavour, and one with the trappings of future acceptability. **LxWxH** 4975x1885x1470 **Kerb weight** 1905kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Hydrogen FCV	174	109	9.0	69.4mpkg	0

GR86 2dr coupé £29,995 ★★★★½
The car that proves fun doesn't always have to mean fast, a true GT86 replacement. **LxWxH** 4265x1775x1310 **Kerb weight** 1276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.4 D-4S	231	140	6.3	na	200

GR Supra 2dr coupé £54,485-£56,985 ★★★★☆
Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg

WHAT'S COMING WHEN

Lexus UX 300e

On sale June, price £45,000 (est)

Lexus didn't take the most convincing first step into full electrification, but it's looking to rectify that by overhauling the UX 300e. Revisions have been made to the body, chassis, suspension and steering, which are claimed to make the compact crossover EV feel more dynamic, comfy and refined, plus F Sport models now get Lexus's Adaptive Variable Suspension as standard. But the headline is range growing by 40%, from 196 to 280 miles, thanks to the battery capacity being increased from 54.3kWh to 72.8kWh. Inside, there's an improved infotainment system displayed on an 8.0in or 12.3in touchscreen, Lexus having ditched its fiddly trackpad.

APRIL

Alfa Romeo Giulia update, Stelvio update, Tonale PHEV, **Audi** Q8 E-tron, Q8 E-tron Sportback, R8 GT RWD, TT Final Edition, TT RS Iconic Edition, TTS Final Edition, **BMW** X5 update, X6 update, XM, Z4 update, **Honda** CR-V, **Ineos** Grenadier, **Jaguar** F-Type 75, **Land Rover** Range Rover Velar update, **Maxus** Mifa 9, **Mercedes-AMG** C63, S63, **Mercedes-Benz** CLA update, EQE SUV, EQS SUV, **Mini** Electric Cooper S E Convertible, **Peugeot** 3008 PHEV update, e-208 update, **Porsche** 911 Dakar, Cayenne update, Cayenne Coupé update

MAY

Aiways U5, **Alpine** A110 R, **BMW** 7 Series PHEV, M2 Coupé, **Honda** e:Ny1, **Lexus** RZ, **Maserati** MC20 Cielo, **Mazda** 2 update, **Mercedes-Benz** EQT, GLA update, GLB update, **Noble** M500, **Vauxhall** Mokka Electric update

JUNE

Abarth 500e, **Aston Martin** DB11 update, **BMW** M3 CS, **Honda** ZR-V, **Lamborghini** LB744, **Lexus** UX 300e update, **Lotus** Eletre, **Ora** Funky Cat GT, **Peugeot** e-308, e-308 SW, 508 update, 508 SW update, **Praga** Bohema, **Vauxhall** Astra Electric, Astra GSe, Astra Sports Tourer Electric, Grandland GSe

JULY

BMW Alpina B5 GT, **Chevrolet** Corvette Z06, **Dacia** Jogger Hybrid, **Lamborghini** Huracán Sterrato, **Maserati** Granturismo, **Mercedes-Benz** EQE update, EQS update, EQS SUV update, **Munro** Mk1, **Peugeot** 5008 Hybrid, **Volkswagen** ID 3 update

AUGUST

Ferrari Purosangue, **Jeep** Grand Cherokee, **Lucid** Air, **Pagani** Utopia, **Smart** #1, #1 Brabus

SEPTEMBER

Ford Mustang, Mustang Convertible, **Jeep** Avenger, **Mercedes-Benz** E-Class, **Vauxhall** Corsa update, Corsa Electric update

OCTOBER

Ford Puma ST Hybrid, **Hyundai** Ioniq 5 N, **Maserati** Granturismo Folgore, **MG** 4 EV AWD, **Nio** ET5, **Porsche** Panamera, **Rolls-Royce** Spectre, **Volkswagen** ID 7, Touareg, **Volvo** EX30

NOVEMBER

Aston Martin DBS 770 Ultimate, **Bentley** Mulliner Batur, **BMW** 5 Series update, **Czinger** 21C, **Ford** E-Tourneo Custom, E-Transit Custom, **Kia** EV9, **Koenigsegg** CC850, **Maserati** Grecale Folgore, **Mazda** MX-30 REx, **Ora** Next Cat, **Polestar** 3, **Renault** Clio update, **Ssangyong** Torres, **Subaru** Crosstrek, **Toyota** bZ Compact, C-HR, **Volkswagen** ID Buzz GTX, ID Buzz LWB, **Volvo** C40 Recharge update, XC40 Recharge update

DECEMBER

BMW iX2, X2, **Citroën** C3, C3 Aircross, **Ferrari** SF90 VS, **Fiat** supermini, **Ford** Explorer, **Maserati** Grancabrio, **Mercedes-AMG** GT, **Mini** 3dr, 5dr, **Polestar** 4, **Renault** Scenic, **Skoda** Superb, **Suzuki** Swift, **Volkswagen** Passat Estate, T-Cross update, Tiguan

Raised 4x4 Dakar: most usable 911 ever

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0i	250	155	5.2	38.7	167
3.0i	335	155	4.3	34.5	188

VAUXHALL

Corsa 5dr hatch £18,065–£34,535 ★★★½☆

Improved in many ways but lacks the appeal to match its price. EV is more likeable. **LxWxH** 4060x1765x1433 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 75	72	108	12.4	53.3	125
1.2 100	97	121	9.3	48.7-52.3	126-134
50kWh Electric	132	93	7.6	209	0

Astra 5dr hatch £25,290–£40,400 ★★★½☆

Eye-catching, refined and polished to drive, but less practical than its predecessors. **LxWxH** 4373x1860x1441 **Kerb weight** 1341kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 110	108	124	10.2	54.3	119
1.2 Turbo 130	128	134	9.9	54.3	119
1.6 Hybrid	178	140	9.3	201-256	24-26
1.5 Turbo D 130	128	130	10.6	64.2	115

Astra Sports Tourer 5dr estate £26,490–£38,485

More spacious Astra wagon is as attractive as the hatchback. We have yet to drive it. **LxWxH** 4642x1860x1480 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 110	108	124	10.8	52.3-53.3	125-127
1.2 Turbo 130	128	130	9.9	49.6-51.4	127-133
1.6 Hybrid	178	140	9.3	201-256	24-31

Crossland 5dr SUV £20,295–£28,355 ★★★½☆

Still only a mid-pack player in a busy crossover market, but simple and easy to operate. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2i 83	81	105	14.0	47.1	142
1.2i Turbo 110	108	117	10.6	47.1	140
1.2i Turbo 130	128	128	9.1	44.1-48.0	136-146

Mokka 5dr SUV £23,490–£38,645 ★★★½☆

Radically overhauled crossover now comes with the option of battery-electric power. **LxWxH** 4151x1791x1531 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 100	99	115	10.6	51.4	124
1.2 130	128	125	9.1	47.1-50.4	126-137
50kWh Electric	134	93	8.7	201	0

Grandland 5dr SUV £29,905–£42,360 ★★★☆☆

Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x2098x1609 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 130	128	117	10.4	45.6	141-147
1.6 Hybrid	223	140	8.9	192.0-210.0	34
1.5 Turbo D 130	128	119	12.3	54.3	136

Combo Electric Life 5dr MPV £34,085–£36,545 ★★★½☆

Van-based people carrier is usable, spacious and practical, and now electric-only. **LxWxH** 4403x1841x1921 **Kerb weight** 1474kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50kWh	132	84	11.7	174	0

VOLKSWAGEN

Up 3dr/5dr hatch £14,210–£18,360 ★★★★☆

It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 65	64	100	15.6	54.3	119
1.0 115 GTI	113	119	8.8	51.4	125-126

Polo 5dr hatch £19,505–£28,540 ★★★★☆

A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 80	78	106	15.4	51.4	125
1.0 TSI 95	93	116	10.8	48.7-53.3	120-127
1.0 TSI 110	108	121	9.9	53.3-54.3	118-119
2.0 TSI GTI	204	149	6.5	39.8-41.5	155

Golf 5dr hatch £25,765–£48,250 ★★★★½

New strengths and familiar ones carry it back to the class lead, but only marginally. **LxWxH** 4284x1789x1492 **Kerb weight** 1231kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.2	53.3	121
1.5 TSI Evo 130	128	130	9.1	51.4-53.3	121-124
1.5 TSI Evo 150	148	139	8.9	50.4-51.4	124-128
1.4 TSI eHybrid	201	137	7.4	235.4	21-26
1.4 TSI GTE	242	140	6.7	235.4	27-28
2.0 TSI GTI	242	155	6.4	38.2	169
2.0 TSI 300 GTI	296	155	5.6	38.2	167
2.0 TSI 320 R 4Motion	296	155	4.7	36.2	177
2.0 TDI 115	113	126	10.2	67.3-68.9	107-110
2.0 TDI 150	148	139	8.8	64.2	116-117
2.0 TDI 200 GTD	197	152	7.1	54.3	137

Golf Estate 5dr estate £27,090–£45,190 ★★★★☆

Wagon puts on a growth spurt and adopts the eighth-generation hatchback's tech. **LxWxH** 4633x1789x1497 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.5	51.4	124
1.5 TSI 130	128	133	9.4	52.4	123
1.5 TSI 150	148	139	8.7	49.6	128
2.0 TSI R 4Motion	316	155	4.9	35.8	178
2.0 TDI 115	113	126	10.5	64.2	114
2.0 TDI 150	148	139	9.1	61.4	121
2.0 TDI 4Motion Alltrack	198	142	7.1	50.4	147

ID 3 5dr hatch £37,140 ★★★★☆

A very mature electric car whose substance of engineering is central to its appeal. **LxWxH** 4261x1809x1568 **Kerb weight** 1730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
150kW 58kWh	201	99	7.3	261	0

Passat 4dr saloon £28,205–£40,820 ★★★★☆

Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	137	8.9	46.3-47.9	139-146
2.0 TDI 150	148	139	9.1	58.9-60.1	124-127

Passat Estate 5dr estate £32,760–£40,515 ★★★★☆

All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	133	8.9	44.8-45.6	144-151
2.0 TDI 150	148	130-132	9.1	56.5-57.6	128-132

Arteon 4dr saloon £38,820–£55,875 ★★★½☆

VW's flagship saloon is well made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	137	8.9	42.8-44.8	144-151
2.0 TSI 190	187	149	7.9	36.2-38.2	168-178
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	137	9.3	55.4-58.9	126-134
2.0 TDI 200	197	147	7.9	51.4-54.3	137-145
2.0 TDI 200 4Motion	197	145	7.4	46.3	159

Arteon Shooting Brake 5dr estate £40,060–£56,760 ★★★½☆

Hybrid option and estate bodystyle's extra versatility enhance the Arteon's appeal. **LxWxH** 4866x1871x1450 **Kerb weight** 1529kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	135	8.9	42.2-43.5	145-153
2.0 TSI 190	187	145	7.9	35.8-37.2	171-179
1.4 TSI eHybrid	218	138	7.8	217.3	31-32
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	135	9.4	54.3-57.6	128-136
2.0 TDI 200	197	145	7.9	50.4-53.3	139-147
2.0 TDI 200 4Motion	197	143	7.4	46.3	161

Touran 5dr MPV £33,980–£36,535 ★★★★☆

Dull overall, but it's a capable MPV, well made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	118	11.4	39.8-40.9	154-162

T-Cross 5dr SUV £22,535–£30,625 ★★★★½

Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	112	11.5	47.9	132-133
1.0 TSI 110	108	117	9.9-10.4	42.8-48.7	132-149
1.5 TSI Evo 150	147	124	8.5	46.3-47.1	136-138

Taigo 5dr SUV £23,540–£30,990 ★★★½☆

Crossover-coupé-SUV-type thing fills a niche. Likeable enough. **LxWxH** 4266x1757x1518 **Kerb weight** 1407kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	95	114	11.1	51.4	124
1.0 TSI 110	110	119	10.4	51.4-52.3	124-125
1.5 TSI 150	150	132	8.3	47.9	138

T-Roc 5dr SUV/open £26,210–£42,285 ★★★★☆

VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	115	10.8	43.5-46.3	133-146
1.5 TSI Evo 150	148	127	8.4	40.9-47.9	144-158
2.0 TSI 4Motion	188	135	6.8	36.2	177-178
2.0 TSI R 300 4Motion	298	155	4.9	31.7	201
2.0 TDI 115	113	116	10.4	56.5-60.1	137-146
2.0 TDI 150	148	124	8.8	50.4-53.3	140-146

Tiguan 5dr SUV £30,030–£38,665 ★★★★☆

An improvement on the previous model and will continue to sell by the bucketload. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 130	128	119	10.9	44.1-44.8	143-146
1.5 TSI Evo 150	148	126	9.2-9.4	38.2-42.2	143-168
2.0 TDI 150	148	125-127	9.4	47.1-50.4	146-157

Tiguan Allspace 5dr SUV £34,320–£46,115 ★★★★☆

Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	123	9.5-10.3	37.2-39.2	164-176
2.0 TSI 4Motion	188	132	6.2-7.7	32.5	193
2.0 TDI 150	148	126	9.7	44.8-47.1	164-165
2.0 TDI 150 4Motion	148	123-124	9.8	41.5	177-179
2.0 TDI 200 4Motion	197	132	7.8	40.4-41.5	176-184

ID 4 5dr SUV £38,845–£52,865 ★★★★☆

Impressively refined and versatile SUV marks VW out as a maker of fine electric cars. **LxWxH** 4584x1852x1640 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
109kW 52kWh	148	99	10.9	213	0
125kW 52kWh	170	99	9.0	213	0
150kW 77kWh	204	99	8.5	317	0
220kW GTX	299	112	6.2	301	0

ID 5 5dr SUV £50,710–£62,585 ★★★½☆

Tech-heavy, practical sloping SUV is easy to live with, but rivals are sharper to drive. **LxWxH** 4599x1852x1615 **Kerb weight** 2167kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
150kW 77kWh	170	99	10.4	327	0
150kW 77kWh Performance	204	99	8.4	314	0
220kW GTX	295	112	6.3	301	0

Touareg 5dr SUV £56,125–£58,805 ★★★★☆

Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 TDI 231	228	135	7.6	33.6-34.4	214-219
3.0 V6 TDI 286	282	148	6.1	33.6-34.9	213-219

VOLVO

S60 4dr saloon £44,580–£56,480 ★★★★☆

Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	6.7	41.5	153
2.0 T8 Recharge PHEV	384	112	4.6	122.8-176.5	42

V60 5dr estate £41,330–£57,635 ★★★★½

Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B3	161	112	9.1	40.9	155
2.0 B4	197	112	8.0	41.5	152
2.0 B5	246	112	6.8-6.9	37.7-40.4	157-170
2.0 B6	297	112	6.0	36.2	175
2.0 T6 Recharge PHEV	335	112	4.6	362.6	18
2.0 B4D	197	112	7.6	47.0-50.4	146-156

S90 4dr saloon £63,080–£67,830 ★★★★☆

Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 T8 Recharge PHEV	384	112	5.1	na	na

V90 5dr estate £50,255–£70,780 ★★★★☆

Luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B4P	197	112	7.9	40.9	158
2.0 B5P	246	112	6.9	36.6-40.4	159-175
2.0 B6P	297	112	6.4	34.4-36.2	178-184
2.0 T6 Recharge PHEV	335	112	5.5	na	na
2.0 B4D	197	112	8.8	44.8-49.5	149-164

XC40 5dr SUV £35,835–£61,855 ★★★★☆

Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T4 Recharge	208	112	8.5	113-135	47-57
1.5 T5 Recharge PHEV	258	112	7.3	117.7-141.1	45-55
2.0 B3P	160	112	8.6	42.7	152
2.0 B4P	197	112	7.6	36.7-39.2	162-176
69kWh Recharge	228	99	7.4	261	0
78kWh Recharge	402	112	4.9	249	0

C40 Recharge 5dr SUV £48,355–£62,805 ★★★½☆

Kit will appeal to many but twin-motor potency isn't a natural fit for relaxed dynamics. **LxWxH** 4431x1910x1582 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
69kWh Recharge	231	99	7.4	269	0
78kWh Recharge	402	112	4.9	273	0

XC60 5dr SUV £47,465–£68,385 ★★★½☆

Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	6.9	36.7-38.1	168-176
2.0 T6 Recharge PHEV	335	112	5.9	282.1	23-64
2.0 T8 Recharge PHEV	384	112	5.5	282.1	25-64
2.0 B4D	194	112	8.3	44.8-45.5	161-166

XC90 5dr SUV £61,995–£83,130 ★★★★☆

Clever packaging, smart styling, good to drive: Volvo's closest thing to a class leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	7.7	32.4	198
2.0 B6P	296	112	6.7	90.7	210
2.0 T8 Recharge PHEV	384	112	5.4	217	28-76
2.0 B5D	232	112	7.6	41.5	178

EX90 5dr SUV £96,255–£100,555

Upcoming XC90 replacement is firm's most expensive car and longest-range EV. **LxWxH** 5037x2039x1747 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
111kW	404	112	5.9	363	0
111kW Performance	513	112	4.9	360	0

WELLS

Vertige 2dr coupé £40,000 ★★★★☆

Brings traditional British sports car values to an exclusive audience. **LxWxH** 1450x1752x1142 **Kerb weight** 850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	209	140	4.6	45.0	na

WESTFIELD

Sport 2dr coupé £19,950–£35,800 ★★★★☆

Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 Sigma	135	na	na	na	na
1.6 Sigma	155	na	na	na	na
2.0 Duratec	200	na	na	na	na
2.0 Ecoboost	252	na	na	na	na

Mega 2dr coupé £16,950 ★★★½☆

Mega engine makes it rapid, but isn't as fun as Caterham's R range. And you have to build it yourself. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 VTEC S2000	240	na	na	na	na

ZENVO

TSR-S 2dr coupé £1,300,000 ★★★★☆

Danish supercar employs a hammer-blow V8 and extreme aerodynamics. **LxWxH** 4815x2038x1198 **Dry weight** 1495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.8 S/C V8 Auto	1177	202	2.8	na	na

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X3 VJD	£390
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JI VSR	£590
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G4 WEG	£290
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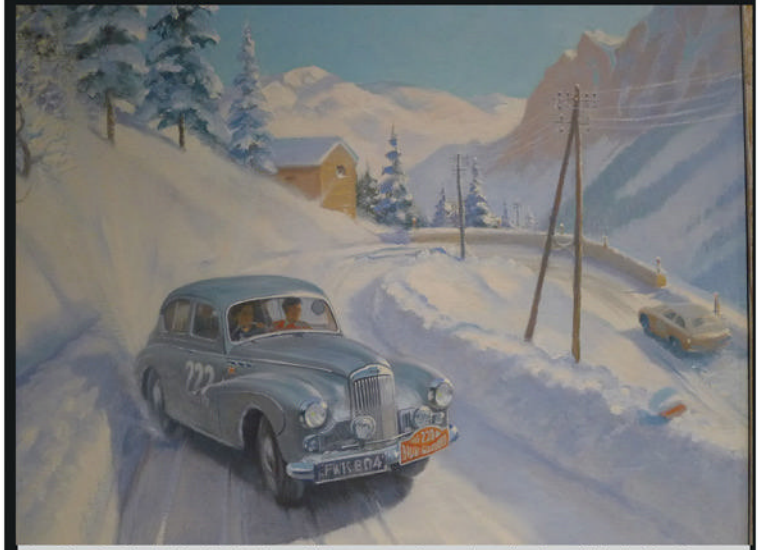

Roy Nockolds Original Painting – Oil on canvas From the collection of Sheila Van Damm.
Plaque on frame saying : "Miss Sheila Van Damm driving her Sunbeam. Winner of Ladies Championship 1954 and 1955. Presented by Shell-Mex & BP Ltd.
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ROAD TEST INDEX

The latest and greatest rated as only Autocar knows how

A road test in any other magazine might well be a short, subjective summary of a new car produced under almost any circumstances, but the Autocar road test is different. Specific, rigorous and detailed, it's the closest examination we can give of any new model. It appears over at least eight pages and is close to 50 man-hours in the making every week.

Most of what the road test process entails is designed to be strictly repeatable and fair. We benchmark standing-start and in-gear acceleration at a purpose-built test facility every week. We carry out both subjective and objective handling tests on both road and track, on the latter up to and beyond the limit of grip, so as to fully assess stability, drivability and limit handling appeal. And while benchmark lap times are sometimes taken, they're never an end in themselves.

We record and publish stopping distances, too, as well as taking cabin noise measurements at various cruising speeds and benchmarking either indicated or brim-to-brim fuel economy. We independently measure leg room, head room, boot space and certain key exterior vehicle dimensions, and weigh every car we test. We also empirically verify the true DC rapid-charging speed of electric vehicles across the full spread of their battery capacity.

Just as every new car is different, however, the road test has developed to be versatile enough, week by week, so as to best assess and reflect the suitability of each test subject to its intended purpose. It now includes modular sections describing in detail the limit handling of a new car, or its semi-autonomous assisted driving technologies or its off-road capability.

All of this goes to bringing you the most thorough, relevant and fair test of a new car we can produce. The scores from the most recent road tests reproduced here are the ones we gave the cars at the time so they don't necessarily represent what those same cars might score today were they rejudged using current class standards. But you can dig deeper into their attributes by using the magazine publication dates listed here to look up an old test in your own collection or you can order a back issue by phoning 0344 848 8816.

Matt Saunders, road test editor

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Stelvio 2.2D 210 Milano ★★★½☆	3.1.18
Quadrifoglio ★★★★☆	9.1.19

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Arteon 2.0 BiTDI 240 ★★★½☆	27.9.17
eHybrid Shooting Brake ★★★½☆	9.6.21
Passat 2.0 TDI 190 GT ★★★★☆	4.2.15
GTE ★★★★☆	7.9.16
Touran 2.0 TDI 150 SE ★★★★☆	3.2.16
Tiguan 2.0 TDI 150 SE ★★★★½	22.6.16
Caravelle 2.0 BiTDI Exec. ★★★★☆	23.12.15
Touareg 3.0 TDI R-Line Tech ★★★½☆	8.8.18
ID Buzz SWB 77kWh ★★★★☆	8.2.23
Grand California 600 ★★★½☆	2.1.20
Multivan 1.4 eHybrid Style ★★★★☆	8.3.23

VOLVO

C40 Recharge Twin Ult'ate ★★★½☆	13.4.22
XC40 D4 First Edition AWD ★★★★½	7.2.18
S60 T8 Polestar En'd ★★★½☆	24.12.19
V60 T6 Recharge ★★★★½	21.9.22
XC60 D4 R-Design AWD ★★★½☆	5.7.17
S90 D4 Momentum ★★★★☆	13.7.16
V90 T6 Recharge R-Design ★★★★½	11.11.20
XC90 D5 Momentum ★★★★☆	17.6.15

WESTFIELD

Sport 250 ★★★★☆	29.11.17

ROAD TESTS ON THIS DAY

2008

LEXUS IS F

Lexus makes its own oversteer-happy BMW M3 with atmo V8

Price £51,510 **Engine** V8, 4969cc, petrol **Power** 417bhp at 6600rpm **Torque** 372lb ft at 5200rpm **0-60mph** 5.2sec **0-100mph** 12.3sec **Quarter mile** 14.1sec **Top speed** 168mph **Economy** 18.2mpg

1970

FORD MAVERICK 3.3

America's first 'sub-compact' to fight Europeans and Japanese

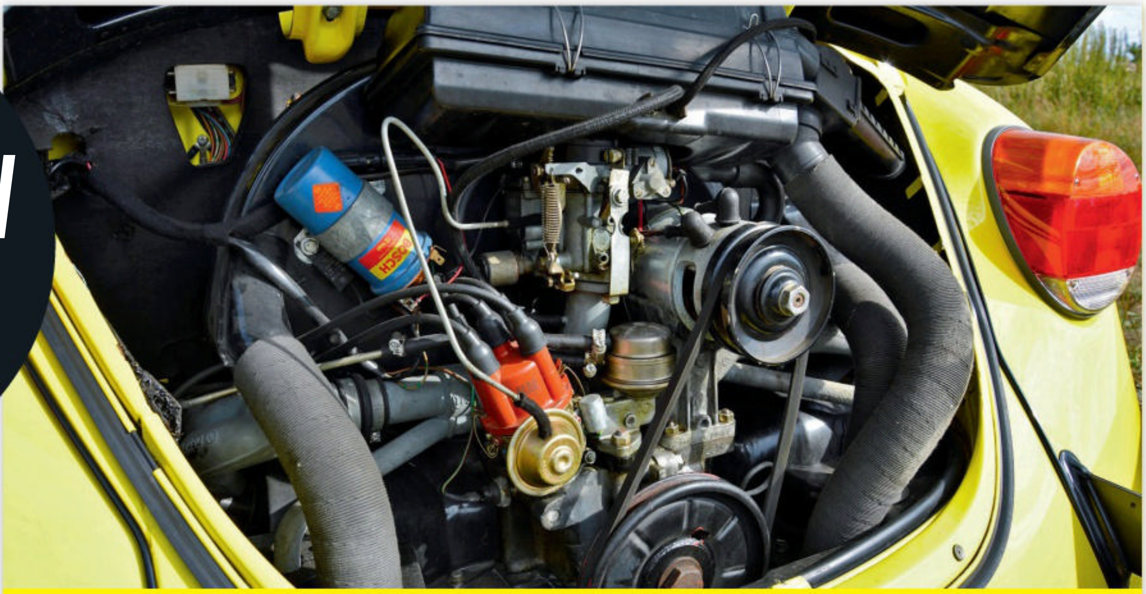
Price £2552 **Engine** 6 cyls in line, 3273cc, petrol **Power** 122bhp at 4000rpm **Torque** 190lb ft at 2200rpm **0-60mph** 14.3sec **0-90mph** 52.4sec **Quarter mile** 19.8sec **Top speed** 99mph **Economy** 18.8mpg

SLIDESHOW

The longest-lived car engines

Bentley recently revealed that its W12 engine – which became a symbol of its successful rebirth under Volkswagen – will cease being made next year, after a production run of 100,000 over 20 years. But this is far from the longest-running engine ever made. Time, then, to salute the units whose character and class enabled them to endure across several decades.

DAVID FINLAY



Volkswagen Type 1 1938-2003 (65 years)

The Type 1 was the air-cooled flat-four engine designed for the original Volkswagen (nicknamed the Beetle, although never officially called that) and used for many years in other small VWs. It first appeared in 1938 as a 984cc unit with an output of 24bhp, giving the car a decent cruising speed of 60mph. It was reasonably simple to maintain and economical with it. The car and its engine didn't stop being built until Mexican production of the Beetle ended in 2003. By this point, the Type 1 was a 1.6-litre unit with fuel injection, delivering 51bhp. The engine also saw service in the 1500/1600, 411/412, Karmann Ghia and Type 2 (Kombi/Microbus/Transporter).

Chevrolet small-block V8 1955-present (68 years)

The small-block V8 was first used in 4.3-litre form in the Chevrolet Corvette and the much larger Bel Air sedan in 1954, and it appeared in many more General Motors cars and trucks after that. Although brawny, its relative compactness made it easy to package, and it was reliable and straightforward to maintain. Its final production application was in various GM vans in 2003, but it's still built for the aftermarket today.

Rolls-Royce L-series 1959-2020 (61 years)

The L-series, Britain's longest-lived engine, was introduced in the Rolls Silver Cloud II, Rolls Phantom V and Bentley S2 - but Bentley got it in the divorce. It may have started life as a 6.2-litre unit good for only 172bhp, but the L-series bowed out touting 6.75 litres, twin turbochargers and, inside the Mulsanne Speed, a thunderous 190mph top speed. The engine had its last day of production on 1 June 2020 and was fitted to the final Mulsanne, a 6.75 Edition by Mulliner special.

Ford Windsor V8 1961-present (62 years)

The Windsor V8 began life as a 3.6-litre unit but grew to 5.8 litres in 351W guise. It was fitted initially to the Mk4 Fairlane and later to many other Fords, as well as the Sunbeam Tiger and AC Cobra. Last placed in the Ford Explorer in 2001, it's no longer used for any production car, but Ford will still sell you a new 'crate' engine to do with as you will. The Boss Block pictured packs 567bhp and will enliven any recent Mustang – but is only for off-street use, due to emissions rules.

BMC A-series 1951-2000 (49 years)

From the first Austin A30 to the last classic Mini, the A-series and the highly developed but technically similar A-Plus were used in a bewildering variety of mass-market British cars. It was also a cheap and usually reliable power source for many low-volume sports cars, kit cars and home-built specials. Originally 803cc in size and offering just 28bhp, it maxed out as a 1275cc unit with 94bhp, powering the MG Metro Turbo.

Buick V6 1962-2009 (47 years)

This became the first V6 to power a volume-produced American car when it was fitted to the Buick Special as a 3.2-litre powerplant. The manufacturing rights were briefly held by Kaiser-Jeep until General Motors bought them back. The last car among many in the GM empire to use it was the first-generation Buick LaCrosse, which went out of production in 2009, by which time the engine was a 3.8-litre unit.

Fiat 100 Series 1955-2001 (46 years)

The first engine fitted to the rear of any Fiat was the 100 Series, which made its debut in 633cc form in the 600 of 1955, when it produced only 20bhp. Available in many sizes from then on, the 100 Series just made it into the 21st century before Fiat withdrew it from the Panda range early in 2001, when it was a 903cc unit good for 44bhp. Peak power was as a 69bhp 1050cc engine in the Autobianchi/Lancia A112 Abarth.

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